THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

RENEWAL OF THE RAILROAD LABOR WAR

THE GRIM POSSIBILITY of an enormous labor war this winter that will dislocate industry and transportation and bring distress to the entire country is seen by some in the general mobilization of the forces of labor and capital behind the leaders of railroad labor and railroad capital in their pending battle over the enforcement of the Adamson Eight-Hour Law. Thus, on the one hand, we have the railroads of the United States, which represent a paper value of twenty billions of dollars and employ more than one and a half million persons, combining to fight the new law by injunction, and supported by a new eight-billion-dollar organization of capitalists called the National Industrial Conference Board, whose factories give employment to nearly seven million persons; and, on the other hand, the four hundred thousand members of four great railroad brotherhoods, backed by nearly three hundred thousand other organized railroad workers and by the two million members of the American Federation of Labor. The railroad companies, according to one of their official spokesmen, "are agreed to fight to the end" against the enforcement of the Adamson Law, which they are attacking in the courts as unconstitutional, indefinite, and unjust. But "a strike vote is still in effect," retorts W. G. Lee, head of the Brotherhood of Railway Trainmen, "and if the railroads do not live up to the very spirit of the law, there is no reason why the brotherhoods should not take advantage of their strongest card." And Samuel Gompers, president of the American Federation of Labor, declares that "whatever steps the railroads may take to kill the Adamson Law, that law is going into effect on January 1, and it will be enforced." Mr. Gompers goes on to say, with a rap at the Republican party and a dip into Shakespeare:

> "When the money power of the United States failed in the attempt to corrupt the electorate, and when their plans were upset by the votes of the citizenship of the United States, the capitalists showed their colors. They met and gave out a declaration that they were going to antagonize every effort put forth by organized labor.
>
> "But, men of wealth, I say to you, be careful how far you go. There is a limit even to human endurance. You throw down the gauntlet and we accept the challenge. When the time comes, it will be another case of 'Lay on, Macduff, and damn'd be him that first cries "Hold, enough!"' "

In addition to this promise of a direct trial of strength between capital and labor in the railroad world, we have the assurance of W. S. Carter, head of the Brotherhood of Locomotive Firemen, that organized labor will fight with every legal means at its command any attempt by Congress to enact legislation providing for compulsory arbitration in labor disputes. Some editors interpret this as meaning that labor will bitterly oppose any curtailment of its right to strike. If this view is correct, there may be serious opposition in Congress to the completion of President Wilson's program of labor legislation, of which the Adamson Law was only a part. One clause in this uncompleted program, the Washington correspondents remind us, would make it illegal to call a strike or a lockout on a common carrier before a complete Government investigation had made public the merits of the dispute.

Thus are "the dragon's teeth, sown so recklessly when the Adamson Law was jammed through Congress," producing their expected crop, remarks the Brooklyn *Times*, which sees the President confronted by "a tremendous task." For "a widespread breach between capital and labor must not be allowed to tear up the fabric of the Republic." "A memorable battle is in prospect," thinks the Brooklyn *Eagle*, and the Chicago *Tribune* admonishes the public not to shut its eyes to the gravity of the situation. Says this influential Chicago paper:

> "The problem is a difficult one, complicated by the power of the organized railway men to paralyze business for a time. This power is the crux of the whole problem. The public and Congress must deal with it. Quite naturally the brotherhoods and their backers in the Federation have determined to prevent any limitation of this power. They will fight it, just as capital fights any restriction of its power. The public, which is vitally interested to defend itself from uncurbed power, whether that of labor or that of capital, must express itself in the solution of the railway problem. That the public shall remain defenseless between the alternative of railroad paralysis and the indefinite increase of transportation cost is not to be tolerated. Its present predicament is a case of 'heads you win, tails I lose.'"

Here is President Wilson's opportunity to confound those critics who accuse him of lacking "backbone," remarks the Richmond *Evening Journal*, which urges him to renew in his forthcoming message to Congress "those recommendations which were ignored in the rush legislation of painful memory":

> "These included enlargement of the Interstate Commerce Commission membership, authority to that body to consider whether or not freight-rates should be increased to meet the

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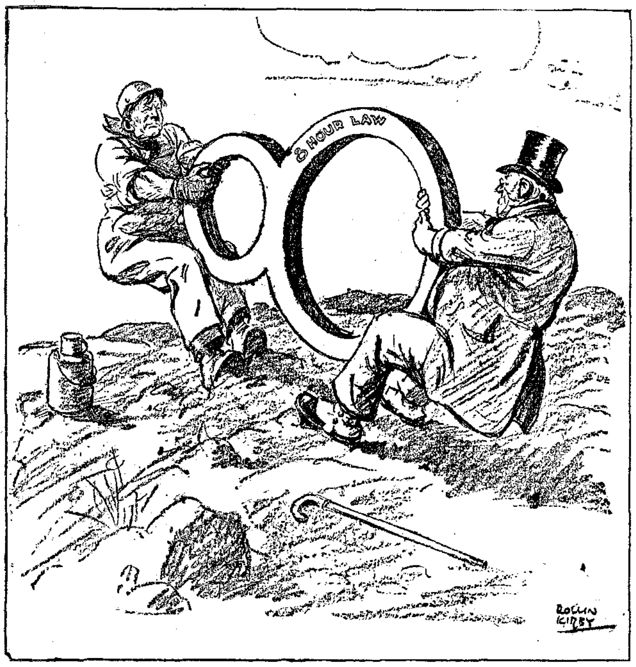
additional expenditures caused to railroads by the eight-hour day, and a statute for compulsory investigation of industrial disputes, no strike or lockout to be permitted while the investigation is in progress. As the American Federation of Labor has recently declared in opposition to compulsory investigation, it is likely that the President will find he has a task of no slight dimensions before him if he insists on the carrying out of the latter clause. Yet it is just that feature which, while providing the greatest task to accomplish, will also furnish the greatest test of his backbone. He is on record as saying that the situation which the country had to face last August, when the brotherhoods held up Congress, must never occur again. The national council of the Chamber of Commerce of the United States has framed resolutions which, if adopted by the parent organization, provide for a referendum by the business interests of the United States as to legislation to prevent interruption of transportation service pending the settlement of disputes between employers and employees of transportation lines and to avoid any recurrence of the situation created by the recently threatened railway strike. Passage of the compulsory investigation bill, embodied in the President's recommendations, will, of course, give the country the guaranty sought. Why the Federation of Labor should object to such legislation is not clear. The findings are in no sense binding on either parties.

"What the proposed law will do, as we have pointed out, is to focus public attention on the points at issue, publicity being obligatory. With the contentions of both sides fully blazoned through the press, the public becomes a sort of unofficial jury whose verdict will invariably decide the controversy. The cause that is just need not fear to face such a tribunal. To win in any strike or lockout the force of public opinion must be enlisted; without it, the contender's case is lost. That side which can gain this powerful advocate, following a thorough exposition of the moot points, is morally certain to emerge victor.

"The American people can be trusted to give a just decision when they are in full possession of the facts. That is why we favor compulsory investigation. First, to prevent the arbitrary blocking of the traffic of a nation; next, to avoid snap judgments by either side; thirdly, to insure complete publicity of the opposing contentions to the end that a great neutral jury may consider them carefully and render a decision in accordance with justice and equity. If Mr. Wilson can succeed in influencing the passage of the compulsory investigation measure, despite the opposition that now seems likely, he will have demonstrated beyond cavil his right to be regarded as the man of the hour or, to quote Maximilian Harden, 'to loom up as no other who is visible to-day.'"



WILL IT HOLD?

—Kirby in the New York *World*.

Reminding us that "the public interest is paramount" in railroad disputes, the New York *Tribune* says:

"The public has both the moral and legal right to protect itself completely against loss and injury due to squabbles between the railroad unions and the companies. It is entitled to forbid strikes or lockouts which interrupt interstate transportation. It is not an innocent bystander. It is an interested party whose power over the disturbers of its peace and comfort is unlimited.

"The railroads are instrumentalities of interstate commerce. Congress has authority under the Constitution to regulate them, and it has already exercised that authority to the extent of protecting the public against excessive freight-charges. It can go as much further as it cares to go. By the Adamson Act it has fixt the wages of railroad operatives. It has declared itself competent to fix their working hours per day. There is no reason why it should not make it a condition of their employment that they shall not, by collective action, tie up transportation the country over, and thus inflict incalculable losses upon the public.

"The railroads are not private enterprises. They are Governmental instrumentalities. The public's interest in their operation is 'paramount.' If they are to be controlled, the control should be complete and adequate. The present privilege of railroad employees to strike at will should be withdrawn. As events have shown, it is a right absolutely inconsistent with the public's security and interest."

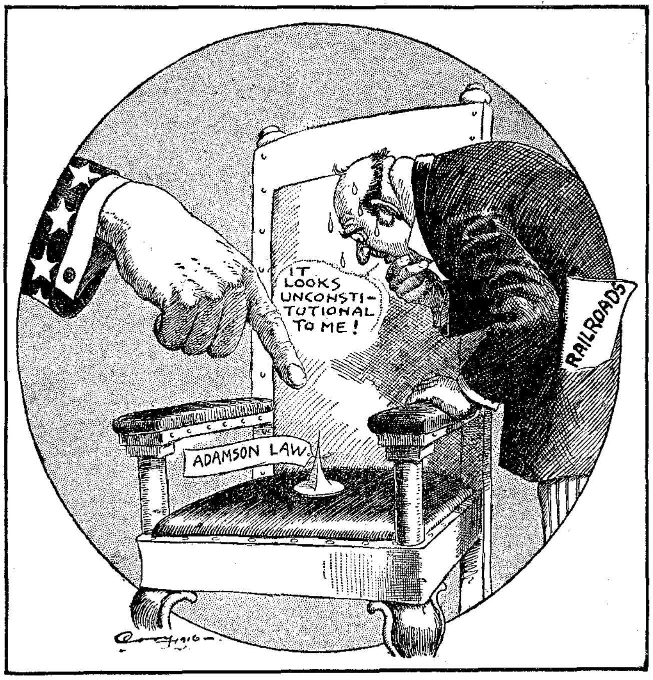
Mr. Elisha Lee's declaration that the railroads "are agreed to fight to the end" moves the Louisville *Post* to remark that "the railroad oligarchy is as blind as ever was the slave oligarchy, which resisted every suggestion of gradual or compensated emancipation." If they can learn nothing from the history of other interests, continues this Kentucky paper, perhaps they can find some illumination in the following facts of their own history:

"The railroads fought to the end the adoption of the Interstate Commerce Act.

"The railroads fought to the end every attempt to give the Interstate Commerce Commission anything more than advisory power over the regulation of rates or the eradication of abuses.

"The railroads fought to the end all attempts of State legislatures and of Congress to abolish rebates or put an end to the pass evil, which had grown to large proportions.

"The railroads fought to the end the passage of the Hepburn Law, which they declared to be confiscatory and unconstitutional.



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"SIT DOWN!"

—Cory in the Louisville *Post*.

"They fought to the end the building of the Panama Canal.

"They fought to the end the National Workmen's Compensation Act.

"They fought to the end the law requiring the application of safety-appliances first to passenger- and then to freight-trains.

"They fought to the end all legislation putting a limit to the continuous service of railroad employees.

"They fought to the end the order to separate the coal-mining industry and other industries from great transportation lines.

"Only to have revealed to the managers themselves the ramification of these evils and the methods by which their own service had been demoralized through outside connections.

"All of these reforms should have been from within; should have been initiated by the railroad managers themselves. They were embodied in law only when these abuses had reached proportions that were no longer tolerable."

On the other hand, the declaration of one of the Brotherhood chiefs that "we're going to work for an eight-hour day or better for all men and women, and if we can't get it peacefully we'll fight for it," moves the New York *Times* to ask how labor and capital can fight each other without making a victim of the public. We read:

"The idea seems to be that the unions are going to fight the capitalists, just as the brotherhoods are fighting the railways. But already the latter fight has demonstrated that the railways are only a sort of middlemen, collecting from the shippers what the shippers collect from producers, and what the producers collect from the consumers of their goods. The fight, therefore, is between the producers and the consumers of goods as much as or more than it is between the brotherhoods and the railways. The community is finding itself short of railway accommodation and is paying high for all it consumes.

"So the fight between labor and capital will prove incapable of being compartmented. The capitalists can pay wages only from the proceeds of products. If labor decreases production by shortening hours it will pay more for what it consumes than it will gain in ease of life. The brotherhoods sought a law which should give them two hours less work for the same pay. It is not possible to imagine a law enacting a general eight-hour day on the same terms. It is not possible to imagine that labor in general can get the same terms or would accept a shortening of the day that involved a shortening of wages. If those improbabilities be imagined, it would remain true that labor would have to pay the price of its ease in the resultant increase of the prices of all manufactured goods. It is true that there is a theory to the contrary. There is much talk about a biological work-day and about larger production in shorter time.

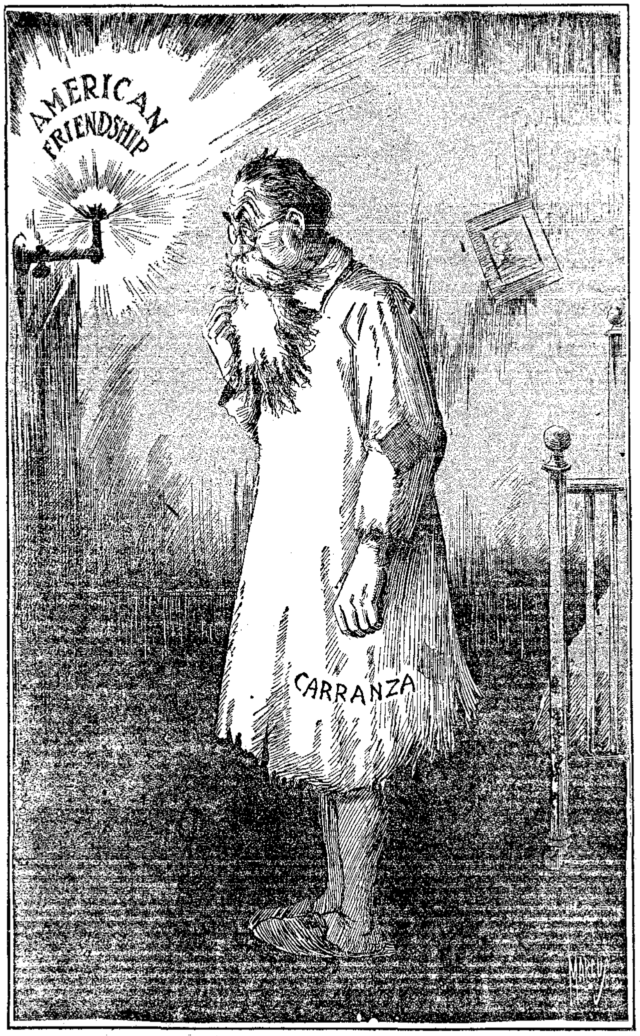
"The only practical knowledge of the results of shortening the work-day on any considerable scale was afforded by the inquiry in the case of 336 establishments by the Department of Labor, in 1904, when the question was free from the complications of the present moment. In 89 per cent. of the total the cost of manufacture was increased a minimum of 7 per cent. In 110 cases the increase was over 10 per cent. If the cost of production is increased by such percentages, the cost to the consumer is increased more. The effect of an increase of that sort would bring labor face to face with those whom it truly must fight, not the wage-payers, but the consumers of goods. It is not too much to say that everybody is in favor of a shorter work-day at the expense of somebody else, and that hardly anybody is willing to pay the cost of the boon himself.

"The alternative to fighting for the eight-hour day is to earn it. In that manner most shortenings of work-days have come about. The unions boast of what they have won for labor. They would have won nothing but for what capital has accomplished in increasing production by methods which have had the whole-souled opposition of labor. The increase of production by labor-saving machinery is the fundamental explanation of the shortening of the old-fashioned dawn-to-twilight work-day, or even longer. Trade-unions fight a hopeless battle when they fight by force without reason. They can pass statutes and find disappointment in them. They can not alter the laws of economics and life, dislike them how they may."

Meanwhile, efforts are being made to get one or more test cases relating to the Adamson Law before the Supreme Court as speedily as possible, in the hope that the law may be interpreted and passed upon by that tribunal before January 1, when it goes into effect. To this end, Judge William C. Hook, in the United States District Court in Kansas City, has already declared the law unconstitutional. This and all the other injunction proceedings brought by the railroads against the enforcement of this law will be defended by the Department of Justice. "Henceforth," notes the Seattle *Times*, "the contest is between the railroads and the United States," and the brotherhoods can feel that their case is in able hands.

OUR TERMS TO MEXICO

A BLUNT ANGLO-SAXON DEMAND, couched in correct diplomatic language, is made upon the Mexican members of the American and Mexican Joint Commission in the Administration's terms for the adjustment of relations between Mexico and this country. Thus some observers characterize the memorandum handed to the Mexican commissioners by their American colleagues at a session in Atlantic City, on November 21. A New York *Sun* correspondent, writing from there, says that without doubt the proposal is "substantially a note from President Wilson," and the chief points in it are summarized as follows:



"DONT BLOW OUT THE GAS!"
—Marcus in the New York *Times*.

"1. The United States will withdraw its troops from Mexico within three months provided there are no more raids upon American territory or attacks upon the troops themselves.

"2. The United States will patrol its own side of the border and in the event of a raid will pursue the raiders into Mexico.

"3. Should the Mexican Government decline to agree to the United States's right of pursuit for any distance into Mexican territory the United States nevertheless will make punitive expeditions into Mexico if there should be any further attacks upon American citizens or towns on this side of the border. The United States will permit no obstacles to be thrown in its way in the event of such expeditions."

Press reports charge Mr. Luis Cabrera, chairman for the Mexican side of the Joint Commission, and his two associates, Mr. Ignacio Bonillas and Mr. Alberto J. Pani, with meeting these proposals with "dilatory tactics," and some editorial observers in consequence are severe in their criticism of Mr. Cabrera, who, they remind us, is Carranza's personal representative and also Minister of Finance in his Cabinet. The

New York *Times*, for instance, says that to "our simple, unsophisticated Northern minds" Mr. Cabrera is "inexplicable," and if he, "whether or not he is acting under the orders of the First Chief, chooses to leave us in the dark, we must seek light from other sources, notably from our knowledge of conditions in Mexico." This journal then risks the conjecture that we may be needed to give Carranza "some assistance to enable him to establish his Government," which would be "a shorter and a surer way out than to let him go down." The need, if not the desire for help, seems to be the obstacle in the Commission's path, observes *The Times*, which recalls that there was "a similar deadlock in the proceedings of the Peace Conference in Paris, in 1898," until the "proper solatium was found and applied." In reply to this editorial, Mr. Cabrera addrest a letter to *The Times*, in which he eschews "personal justification," because it would compel him to disclose the nature of the discussions of the Joint Commission, and says:

> "The purpose of this letter is to express my regret that your newspaper, one of the first in the world, should stoop to defame a diplomatic commission which is striving to reach an agreement for the good of Mexico, as well as of the United States, by insinuating that the Mexican delegation or the Mexican Government expects to be bribed in order to yield.
>
> "The Mexican delegates have merely asked that Mexico's sovereignty be respected. We have not requested money, nor are we expecting bribes, personally nor as members of the Commission, nor as a Government, however plausible and tactful the subornation.
>
> "The New York *Times* seems to believe that all life's tribulations can be salved with money. We trust that such is not the opinion of the American people. Mexicans do not believe that all that pertains to a man's honor or to the dignity of a nation can be settled by such means."

The world had not underestimated the "intense egoism" of Carranza, says the Brooklyn *Eagle*, but it had credited him with the perspicacity that enables a man to realize new conditions, and it explains that:

> "Woodrow Wilson, with his Mexican policies bitterly attacked by our foremost financial interests and a majority of the great newspapers of his country, and with the view of the voters still to be discovered, was wisely cautious. Woodrow Wilson, with his policies sustained, with a new sanction from the American people, a popular and electoral sanction, need be hampered no longer. If he chooses to say to General Pershing: 'We have waited long enough; go and get Villa,' Pershing and the soldier-boys will be delighted. And tho the task may not be easy, tho Carranza may tacitly or openly oppose its accomplishment, it will be accomplished.
>
> "It was time for the Carranza rooster to hide under the barn. He has chosen to come into the sunlight and crow as loudly as ever. His indiscretion in Thanksgiving season may cost him dear."

According to the New York *Journal of Commerce*, the difficulty lies in the sensitiveness of Mr. Cabrera "about any American troops remaining within the borders of Mexico or entering them hereafter in pursuit of bandits or raiders," and, considering the question as the Mexicans see it, this daily adds:

> "It is easy to understand the objection to having a foreign Power meddling with their internal affairs and sending military forces within their borders. Technically, it is an invasion, if not an act of war. To appreciate the feeling of Mexicans, it is only necessary to imagine how we should feel at having a powerful neighbor meddle in that way, whatever the state of things might be in our own domain or whatever the provocation might seem to be to the neighbor. Still, exceptional conditions justify exceptional efforts, and the real purpose should make all the difference.
>
> "The Administration at Washington has of late exercised a good deal of patience in trying to convince the Mexican official representatives that its desire is to be friendly and helpful, in the interest of the United States, for which it is responsible, as well as that of Mexico, with which friendly relation would be of value and not an injury to us. It is to be hoped that our sensitive neighbor may yet be convinced and become more amenable to what is intended to be for its own good."

GREY WHITENS THE BLACK LIST

As A LEGAL DOCUMENT, Lord Grey's defense of the British black list is well-nigh perfect, our editors generally admit. Some journals even, like the Buffalo *Express*, Rochester *Post Express*, and New York *Journal of Commerce*, believe the British position to be quite unassailable, and our Government's objections to the British practise quite unjustified. Besides, say others, why let this very slight interference with our business trouble us? Something may be conceded to nations fighting for their existence; moreover, as the Brooklyn *Eagle* notes, "the losses sustained are infinitesimal when contrasted with the huge volume of our foreign trade, to say nothing of the huge profits accruing therefrom. No matter what becomes of the gnat, we are catching the camel."

But the desire to strain at the British gnat, or to "swat" it, does exist and find vigorous journalistic expression. "Even if the black list does not rise to the gravity of an act of war," the Scranton *Republican* remarks, "it is nevertheless an unfriendly act, and can not be justified by the humanitarian casuistry with which Viscount Grey's communication is so plausibly glossed." "If the British theory were pushed to an extreme—as it has not been—we could have commercial relations with Great Britain," according to the Indianapolis *News*, "only at the price of renouncing those with Germany, and thus becoming a party to the maintenance of the British blockade."

In the British note dated October 10, and replying to the American protest of last July, the black list is described as "a piece of purely municipal legislation" (legislation pertaining to a nation's internal government) and applying only to British subjects, forbidding them to trade with certain specified persons (in this case domiciled in the United States) "who are found to be assisting or rendering service to the enemy." It is not directed against American trade, but is merely a part of the general effort "to weaken the enemy's resources." This system of prohibitions, the United States is assured, "will not be carried further than is absolutely necessary," nor will it be allowed really to interfere with "genuine neutral trade."

Lord Grey also defends the British "bunker-coal agreement." which has so vexed some of our shipping people. This is the practise of supplying coal in British ports to those ships only which agree not to carry goods belonging to black-listed firms. On this point the Manchester *Union* comments:

> "Great Britain has a right to say that a British subject shall not trade with a German house. . . . Whether or not it has a right to prevent an American house bearing a German name and having German sympathies from getting a cargo of coffee from Brazil into New York is quite another question."

The passage in Lord Grey's note which stirs up most resentment and even displeases those willing to accede to his other arguments and to accept his general conclusions is the assertion that "no adequate action has yet been taken by the Government of the United States to suppress criminal breaches of neutrality" on the part of Germans in this country. This charge is not only untrue, declares the New York *World*, "but is so glaringly in conflict with facts that it amounts to a deliberate affront." The United States Government, says the Philadelphia *Record*, knows "without instructions from London" how to deal with foreigners who abuse our hospitality by committing unneutral acts. Without discussing the adequacy of all the measures taken, "without denying that in some instances the Administration has had its moments of hesitation, the fact remains," points out the Philadelphia *Public Ledger*, "that some of these criminal conspirators are now in Federal prison, that the Austrian Government was asked to withdraw its Ambassador, and that two attachés of the German Government were similarly removed from Washington." On the question of neutrality, observes the Brooklyn *Standard Union*, "nobody here doubts the Allies have got the best of it."

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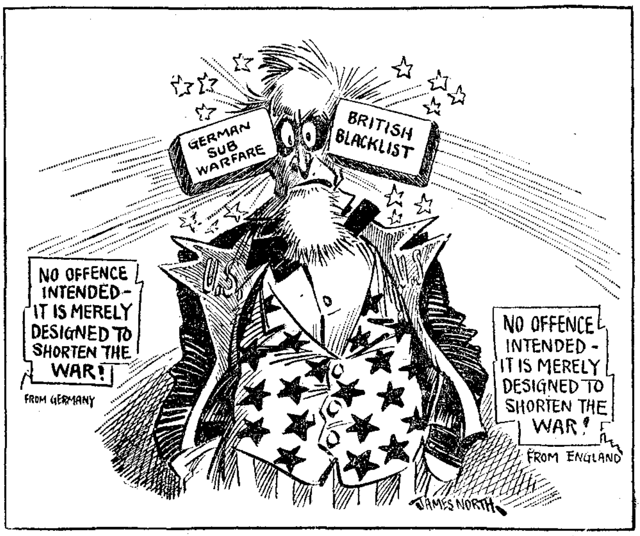
FOR OFFENSE OR DEFENSE? A PRETTY GRIM-LOOKING GUN ON THE FRENCH LINER *LA TOURAINE*.

THE U-BOAT PROBLEM

CHIEF among the portentous problems now confronting President Wilson, think many observers, is the one caused by Germany's *U*-boats. It will be recalled that the long diplomatic correspondence on this subject between the United States and Germany, while leaving the *Lusitania* case still unsettled, did result in a pledge, delivered by the German Government on May 4, that thenceforth "merchant vessels . . . shall not be sunk without warning and without saving human lives, unless the ship attempt to escape or offer resistance." In the first six months after this pledge was given, if we accept a list compiled by the British Admiralty, 22 British merchant ships were torpedoed without warning, and 131 non-combatants killed. The last ship on this list is the *Marina*, on which six American citizens lost their lives on October 28. Since that date still other alleged violations of Germany's pledge have occurred, the most conspicuous case being that of the P. & O. liner *Arabia*, sunk without warning in the Mediterranean on November 6. This Government has also made inquiry of the German Government about the torpedoing of two American ships, the *Columbian* and the *Lanao*. And the situation promises to become even more complicated by the revival of Germany's contention that a merchantman armed for defense should be treated as a war-ship.


GERMAN SUB WARFARE
BRITISH BLACKLIST
U.S.
NO OFFENCE INTENDED - IT IS MERELY DESIGNED TO SHORTEN THE WAR!
FROM GERMANY
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FROM ENGLAND
JAMES NORTH

THE SAME FROM BOTH SIDES.

—North in the Tacoma *Daily Ledger*.

In an Associated Press dispatch from Washington we read:

> "The American attitude is flat and final. No technicalities will be admitted. Ships must not be sunk without warning or without provision for the safety of passengers facing high seas or distance from shore.
>
> "The armed-ship issue undoubtedly will be advanced by Germany, but will not be accepted."

The German Government, according to the Overseas News Agency of Berlin, admits the sinking of the *Arabia*, but insists that it was a transport armed with a fifteen-centimeter gun, and "transporting hundreds of workmen and war-materials to France." This, remarks the New York *Evening Sun*, "seems to prepare the way for the contention that a carrier of munitions or of civilian workmen for a belligerent government stands in the same class as a vessel bearing troops to the front." This paper goes on to say:

> "Under such a rule, were neutrals so unbelievably obliging as to accept it, almost every ship that sails for a belligerent port could be proscribed. It would be all but impossible to load a vessel for Liverpool or Havre and exclude every consignment likely to help the Allied governments in the war. It would be still more difficult to make sure that every passenger would abstain from working for the Entente cause in any capacity."

But according to the official German view of the situation, Germany is "conducting cruiser warfare waged by submarines, acting in punctilious compliance with the rules of international law applying to cruiser warfare." Further: "The German naval forces are not sinking neutral merchant ships *per se*. They are sinking as a defensive measure ammunition-transports and other contraband shipments to our enemies." In the same statement, we read:

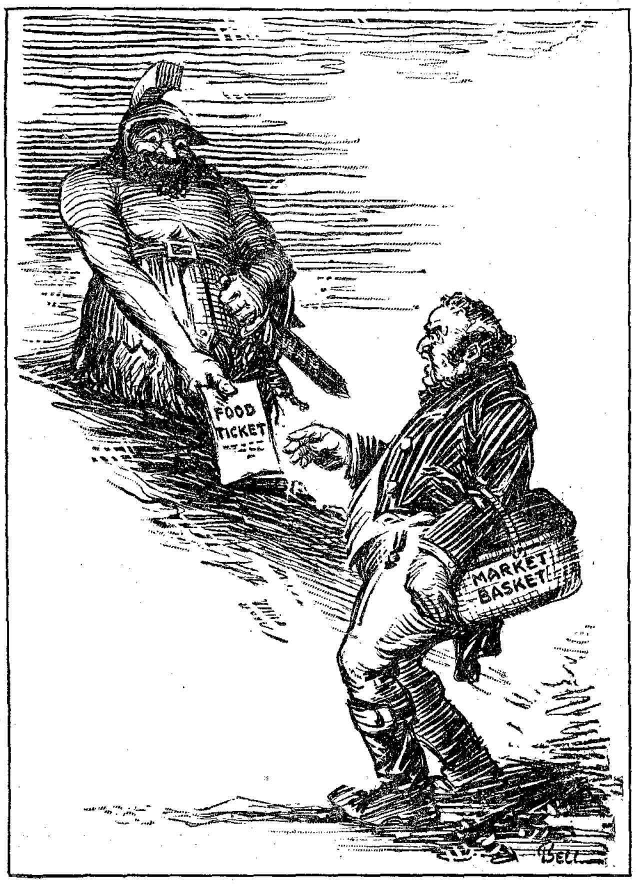
> "As the armament of several British ships has been used for attack, contrary to the English declaration, and it has therefore endangered the lives of crew and passengers, of course armed ships can not be considered as peaceful trade-boats."

Commenting on this, the Philadelphia *Record* remarks:

> "Our Government has recognized that where a merchant vessel uses its defensive armament for offense it parts with its character as a peaceful merchant vessel. But this only applies to the individual vessel. Our Government has recognized that under international law a merchant vessel has a right to carry defensive weapons. We can not recognize a change in international law at the demand of one or several nations, during the war, without sacrificing our neutrality."

THE WORLD ON SHORT RATIONS

NEARLY THE WHOLE WORLD is in sight of famine, and that is the long and short of it, remarks the Washington *Times*, which notes that as if by prearrangement the food question is taken up on the same day by Government leaders in London, Paris, and Petrograd, and, in fact, claims the New York *Herald*, "it is no exaggeration to say that the whole world is on short rations." The Brooklyn *Eagle* recalls that when the European War began much was said about nations fighting for "ideals and principles of which men of earlier times could have no conception," but as the war has dragged on "it has reverted more and more to the primitive, until to-day, as of old, the principal concern of all the nations at war is food." Germany, particularly, is fighting for food, we are told, and actual starvation has claimed "thousands, if not millions, of lives" over large areas, such as Poland, Servia, Belgium, Armenia, and parts of Russia and Austria-Hungary. Hunger threatens England and France also, but this is not all, for "neutral nations are feeling the pinch, and even America, the commissariat of the world, is beginning to realize that it can not feed the world and eat as usual."



HIS TURN.

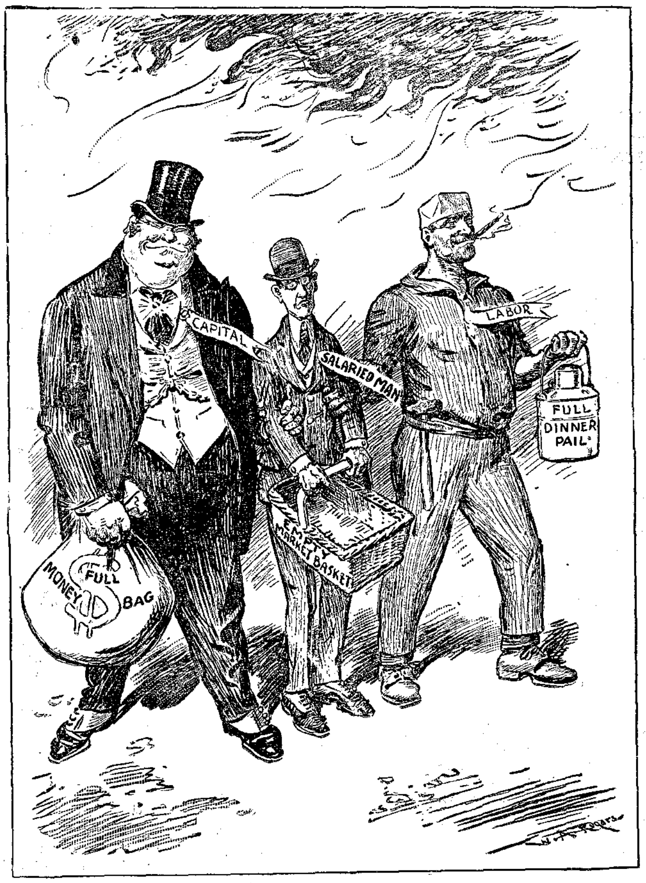
—Bell in the New York *Evening Post*.

So far as this country is affected, the Philadelphia *Record* holds that whatever the cause for high prices, the exports can not be held responsible, because "we have been exporting less food in 1916 than we did in 1915." One reason is that the wheat-crop is undeniably short, tho it is nearly equal to the domestic requirements, and *The Record* adds that "probably the main factor in the increase of food is the universal employment at high wages, as a result of which the working people are buying more and better food than ever before." The Milwaukee *Journal* also agrees that "from laborer to professional man" the people are buying liberally, and "this enormous demand is in itself one of the greatest causes of high prices. Prosperity is therefore to blame." This journal finds the direct causes of high prices in the poor crops and heavy exporting, and says that the suggestion has been made that "every family cut expenses 10 per cent., so as to reduce the mad demand which can scarcely be appeased." In addition to the shortage of supply and the increase of demand in food-commodities, the Chicago *Post* and other dailies blame the fact that "selfish interests, taking advantage of the needs of the people, have combined to boost prices even higher and faster than they would have risen left to the working of supply and demand." "Evidences are accumulating," *The Post* goes on to say, "that prices have been manipulated by little cliques in each market, and to some extent by leagues which reach every market." Wherefore "it should be the effort of all municipal, State, and national governments to expose such conspiracies and, where possible, punish their authors."

Much notice is given to the speech of President Wilson welcoming to Washington the convention of the National Grange, on November 14, when he took up the question of high prices and said in one paragraph that has received particular editorial attention that—

> "We ought to raise such big crops that circumstances like the present can never recur, when men can make as if the supply was so short that the middleman could charge for it what he pleased."

It was remarked that on this occasion the President did not mention the petition that had been made to him to declare an embargo on the export of foodstuffs from the United States, and some press reports say that the Administration is disinclined to favor such a project. The New York *World*, a stout supporter of the Administration, recalls that a movement in behalf of a foodstuffs embargo was "started during the campaign and received much support from the pro-German element that had previously advocated an embargo on munitions." But this journal goes on to say that an embargo is "a two-edged sword," and "nobody can foresee the alarming consequences of its use, and it is to be adopted only as a last desperate resort."



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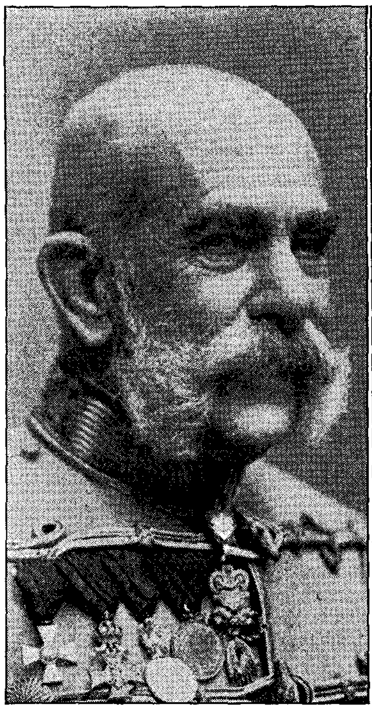
WAR PROSPERITY.

—Rogers in the New York *Herald*.


FRANCIS JOSEPH.

FRANCIS JOSEPH AND MAXIMILIAN OVER FIFTY YEARS AGO.

THE NEW EMPEROR.

THE MANY YEARS OF FRANCIS JOSEPH

THE CURSE OF THE COUNTESS KAROLYI is again recalled as Francis Joseph of Austria-Hungary ends his long reign, marked by an extraordinary series of domestic misfortunes. The Countess, the New York *Times* reminds us, had a son who was executed for complicity in the Kossuth revolt of '48, and she called on Heaven to blast the happiness of the then young Emperor, "to exterminate his family, to strike him through those he loved, and to wreck his life and ruin his children." From first to last, observes the London *Daily Mail*, the reign of Francis Joseph "has been marked by domestic misfortunes and tragedies which recall the fearful doom of the House of Atreus." And we are reminded of the execution of his brother Maximilian in Mexico, the mysterious suicide of his only son, the murder of his Empress, the disappearance of his nephew, the fatal burning of his sister-in-law, three attempts on his own life, and, fresh in our minds, the double assassination of his nephew and heir, with his consort, at Serajevo. And this reign has likewise been marked by political ill-fortune, tho it has had its notable successes. As the London editor notes, "it opened with civil war and disaster, it witnessed the loss of his Italian provinces and provinces ruled in Italy by members of his family—Venice, Lombardy, Parma, Modena, and Tuscany. It has closed amid the frightful ruins of the greatest war history ever knew." Just as "on his accession to the throne as a boy of eighteen, in 1848, Francis Joseph found his country in the throes of revolution," so remarks the New York *Journal of Commerce*, "as a man of eighty-six, full of years and of sorrow, he leaves it in the crisis of a struggle for its existence." Several times since the war began rumors of the Austrian ruler's impending dissolution have been caught up in the current of the world's news, only to be denied. His actual demise was preceded by the announcement that the Archduke Charles Francis Joseph was to act as co-regent from December 2. A few days later, on November 22, the Emperor died at Schönbrunn Castle, near Vienna. While the New York *Herald* thinks the death of Francis Joseph certain to lead to tremendous complications, since "it was purely personal love of this aged sovereign that held Hungary as subject to his throne," other papers do not predict any immediate changes to follow his death, as the active direction of affairs had passed to younger hands. In the meantime they print at length the eventful story of his eighty-six years, sixty-eight of which were spent as ruler over the Hapsburg domains. This reign was one of the longest in European history, being eight years longer than that of George III., four years longer than Queen Victoria's, and but four years shorter than Louis XIV.'s seventy-two years. The more important events of Francis Joseph's life, as gathered from various newspaper biographies, may be set forth briefly as follows:

Francis Joseph was born on August 18, 1830, son of the Archduke Francis and grandson of the reigning Emperor Francis, who had given up the diadem of the Holy Roman Empire and become the father-in-law of Napoleon. Francis Joseph's uncle, Ferdinand, occupied the Austrian throne from 1835 to 1848. In the latter year the Austrian manifestation of the general unrest in Continental Europe exiled the Emperor from his capital for a time and led him to abdicate. As the Emperor was childless and his brother unwilling to assume the responsibility of empire in such troublous times, Francis Joseph ascended the throne. He had been thoroughly and religiously trained by his mother, his linguistic abilities being especially well developed; he had had a few months' military training in the field in Italy with General Radetzky; he had been instilled with much respect for the kingly prerogative, and little for popular rights or new-fangled ideas of constitutionalism. A speech made in Magyar at Budapest in 1847 helped to establish the popularity which he afterward enjoyed among his Hungarian subjects.

Vienna had been pacified before the new ruler's accession. The Hungarian revolt under Kossuth and Gorgei was finally crusht by Francis Joseph with the aid of a Russian army. For about ten years the Emperor's rule was purely autocratic. In 1853, Francis Joseph was stabbed, but not seriously injured; attempts at assassination were twice made in his after life. In 1854 he married the Princess Elizabeth of Bavaria. They had four children, of whom one son and two daughters survived infancy. In 1855 a concordat was established by which the Pope conferred extraordinary privileges upon the Catholic Church in Austria.

The disastrous war with Napoleon III. of France and the King of Sardinia came in 1859. It brought the defeats of Magenta and Solferino, and the loss of Lombardy to the new Italian Kingdom. A few years later, the Italian possessions of other Hapsburgs also went to round out the new Kingdom. Austria joined Prussia in a campaign against Denmark in 1864. This war led to the seven weeks' war of 1866, against Prussia and Italy. Tho the Austrians beat the Italians soundly at Custozza on land and Lissa on the sea, the crushing defeat at the hands of the Prussians at Sadowa (or Königgrätz) lost the war. Venice was given to Italy, and Austria was compelled to acquiesce in the enrichment of Prussia at the expense of her German allies, and to yield to the Hohenzollern monarchy the leadership among the German States.

These military disasters brought about domestic reform. Francis Joseph unlearned some of the policies of Metternich, and granted a constitution to Austria in 1860 and to Hungary in 1867. In the latter year the present dual arrangement between Austria and Hungary was established, giving autonomy to each nation in internal affairs but holding a common ministerial control over foreign affairs, war, and finance. Francis Joseph was crowned in the Hungarian capital with the historic crown of St. Stephen, and his popularity with the Hungarians kept the Dual Monarchy together through a succession of crises.

The Congress of Berlin in 1878 robbed Russia of the fruits of her successful war with Turkey, and Austria received the suzerainty over the Turkish provinces of Bosnia and Herzegovina. Austria's international position was further strengthened by the formation of the Triple Alliance of 1883 with Germany and Italy.

During these years Francis Joseph suffered three serious bereavements. In 1867, his brother Maximilian, who had been induced by the Emperor Napoleon to make himself Emperor of Mexico, was executed by the victorious Mexican republicans. In 1889, the Austrian Crown Prince, Francis Joseph's only son, was found dead with his paramour in a hunting-lodge, presumably a suicide. Nine years later, the Empress Elizabeth was murdered in Geneva.

Bosnia and Herzegovina, which had been prospering under Austrian administration, were suddenly annexed by Austria in 1908. There was some dismay among the other Powers, but Germany stood by her ally, and talk of a European conference died down. It was in Bosnia that the last great tragedy of the Emperor's life took place. The heir apparent, Archduke Francis Ferdinand, was visiting in the capital, Serajevo, and was killed, together with his wife, on June 28, 1914. Austria held Servia responsible, and the latter country's non-compliance with all the Austrian demands led to war just one month after the Serajevo murder. In a few days the great European Powers had ranged themselves on one side or the other, and the Great War was on. Since the duchess murdered at Serajevo was not of royal lineage, her children did not inherit their father's right of succession to the Austrian throne, which passed to Francis Ferdinand's nephew, Charles Francis Joseph.

Francis Joseph "was a real Emperor, and no mere figurehead," says the New York *Evening Mail*, which points out that his hand was the deciding factor in every crisis, and emphasizes his ability and success as a conciliator and a pacifist. He had need of such qualities to guide the destinies of his polyglot realm. The New York *Journal of Commerce* calls attention to the fact that—

"Of the thirty million people of Austria less than one-third are Germans; of the twenty-one million inhabitants of Hungary considerably less than one-half are Magyars. Austria-Hungary is not a State which has organically grown through the expansion of the nation, but a fortuitous collection of States which, by financial and matrimonial arrangements, has gradually come into the possessions of the Hapsburg family. Hence, Francis Joseph has borne the title of Emperor of Austria, Apostolic King of Hungary, King of Bohemia, Dalmatia, Croatia, Slavonia, Galicia, Lodo, Meria, and Illyria, Archduke of Austria, Grand Duke of Tuscany, Krakow, Lorraine, etc."

TOPICS IN BRIEF

WHY can't coal and mercury travel in the same direction?—*Philadelphia Public Ledger*.

MAYBE the King of Greece has his eye on the Nobel peace-prize.—*Wall Street Journal*.

THE Kaiser is now endeavoring to prop up the Hohenzollern throne with Poles.—*Boston Transcript*.

EVERY year it is becoming easier for the liquor interests to compile their business statistics.—*Des Moines Register*.

MR. HUGHES is certainly a game fighter—observe how long is required for him to take the count.—*Boston Transcript*.

IT appears that the election of Catts, in Florida, was the result of scratching the regular Democratic ticket.—*Boston Herald*.

THE Entente envoys are said to have reached a full agreement on what King Constantine will agree to.—*Philadelphia Record*.

OWING to the high cost of living the Pittsburg stogie has been cut an inch. Every cloud has its silver lining.—*Boston Transcript*.

IN future elections, why not let California decide all by herself, to save wear and tear on the other States?—*Philadelphia North American*.

BROADWAY objects to the "saving-daylight" plan on the ground that we have too much daylight already.—*New York Morning Telegraph*.

LET us hope that in Congress the female of the species will be more effective than the male.—*Atlanta Journal*.

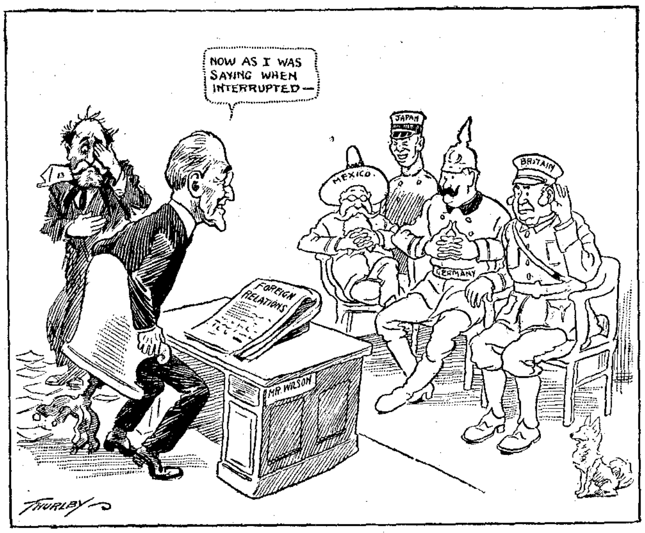
IT is believed that a good many Republicans could be arrested for what they think about Ohio, Kansas, and California.—*Kansas City Star*.

THE *Deutschland* may be able to run the British blockade with a $2,000,000 cargo, but think how 300 pounds of United States mail will stimulate the curiosity of the British patrols!—*Indianapolis News*.

I SUGGEST that somebody send the story of "Evangeline" to those Britons who are protesting so indignantly over the deportation of Belgians.—*New York Morning Telegraph*.

GERMANY proposes to enlist the unemployed in the Government service, but the Washington Administration can't see where there's any novelty in that.—*Boston Transcript*.

BILLY SUNDAY says he "hates to think that he might be descended from a monkey." So do I, Billy, but your evangelistic antics are very convincing.—*New York Morning Telegraph*.



TO RESUME.

—Thurlby in the Seattle *Times*.

WELL, Mr. Hughes has had at least one close shave in his life, anyhow.—*Atlanta Constitution*.

POLAND and Ireland are both wondering how much a promise is good for.—*St. Louis Republic*.

THE new kingdom of Arabia takes its place among the nations. Another dry State!—*Boston Transcript*.

A TARIFF COMMISSION should not only take the tariff out of politics but stay out of politics itself.—*Wall Street Journal*.

SO far the Kaiser has escaped the sinister charge that he is colonizing Belgians for election-day purposes.—*Boston Transcript*.

ALL the rejoicing over the independent Poland as recently announced seems somehow to get to us *via* Berlin.—*Chicago Herald*.

"DEUTSCHLAND" carries back 1,000 tons of gold, silver, and rubber for the starving babies of Germany.—*Wall Street Journal*.

LET us hope that the Government we are to get in the future from the West will be less severe than the brand of weather it handles.—*Boston Transcript*.

IF Henry Ford is sincere in wanting to do the greatest good to the greatest number he will put another spring under the back seat.—*Boston Transcript*.

THE *U-49* that sank the American ship *Columbian* doubtless will be remembered as the sister ship of the *U-53* recently fêted at Newport.—*Boston Transcript*.

WITH three Indians in the House of Representatives a movement in favor of America for Americans is likely to spring up.—*New York Sun*.

SOUVENIR collectors are saving bricks from the old house in East Twentieth Street where Colonel Roosevelt was born. No doubt he will need them all for his 1920 campaign.—*New York Morning Telegraph*.

THE "farmer vote" has come into its own, and one of the first evidences is the promptness with which the idea of a grain embargo is dismissed at Washington.—*Chicago Herald*.

WHY wouldn't it be a nice little winter junket for Roosevelt to take Hughes down to South America and show him the real River of Doubt?—*New York Morning Telegraph*.

THE International Institute of Agriculture warns the world of a wheat shortage and possible famine; but the consumers of patented breakfast-foods show no signs of alarm.—*New York Sun*.

FOREIGN COMMENT

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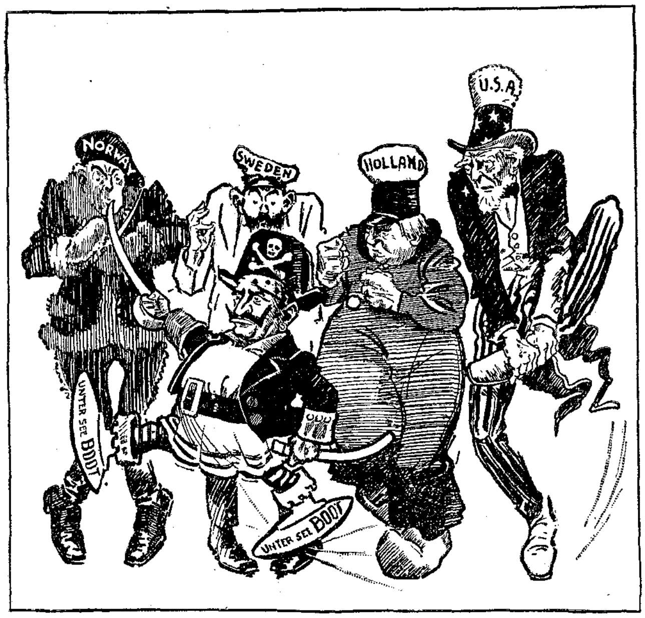
PHOTOGRAPHING THE FOE THROUGH A FOREST OF BARBED WIRE IN NO MAN'S LAND.

The trenches on the Somme front, where this photograph was taken, are often so close that the French can see their adversaries, as in the center of this picture, moving about on the other side of No Man's Land.

"AN APPEAL TO AMERICA"

THE VIGOROUS SUBMARINE WAR that Germany is now waging has excited most of the neutrals, and in Holland, particularly, the opinion is exprest that America should put herself at the head of a league of nations and insist that undersea war should not be waged "at the expense of neutrals." These views find vigorous expression in the columns of the Amsterdam *Telegraaf*, which asks, in an "appeal to America," "What would the Dutch people have done if what happened at Newport and on the American coast had happened at Ymuiden and on the Dutch coast?" The *Telegraaf* answers, "Something," and proceeds to urge Washington to take steps not only for America's sake, but on behalf of all the neutral States. The Amsterdam organ continues:



HIS DAILY PROMENADE.

—*Passing Show* (London).

"Would the Dutch people have tolerated that a ship of the Royal Netherlands Navy should perform tender service, as a New York paper exprest it, in order to make a *U*-boat remain within the technical limits of the Government's note by repeatedly picking up passengers and crew when the submarine sent the ships to the bottom? Can the great American nation tolerate anything like that? Does it allow its Government to raise objections against the cruising of British war-ships along its shores but to keep silence when German submarines practise their sinister business immediately in front of its coasts? It is incredible, yet it appears to be so."

All the Dutch ask, says the *Telegraaf*, is that Germany should keep her promises:

"Berlin promised in the *Sussex* note that submarines should torpedo no passenger-vessels. The *Stephano* was a passenger-vessel. Mr. Wilson demanded that no occupants of boats should be left to their fate. Germany answers: 'Look after their safety with your own Navy. We come to torpedo off your coasts.' And neutral ships are again victims. That is the reason why we can not lie down in the matter. What figure America will cut in the eyes of contemporaries or posterity if it allows itself to be laughed to scorn at Berlin or Hamburg is ultimately a matter for itself, but an American war-ship has been an interested witness of how a great Dutch cargo-ship, the *Blommersdijk*, belonging to the Holland-Amerika Line, which can not be less valued on the other side than on this, has been sunk close to the lighthouse on a sandbank before Nantucket. We are a nation with little power, but if it had occurred the other way about we should have had a most unpleasant sensation."

This Dutch organ is much puzzled by our apparent apathy when the Hollanders, it seems, expected immediate action. The *Telegraaf* permits itself a certain candor, and says:

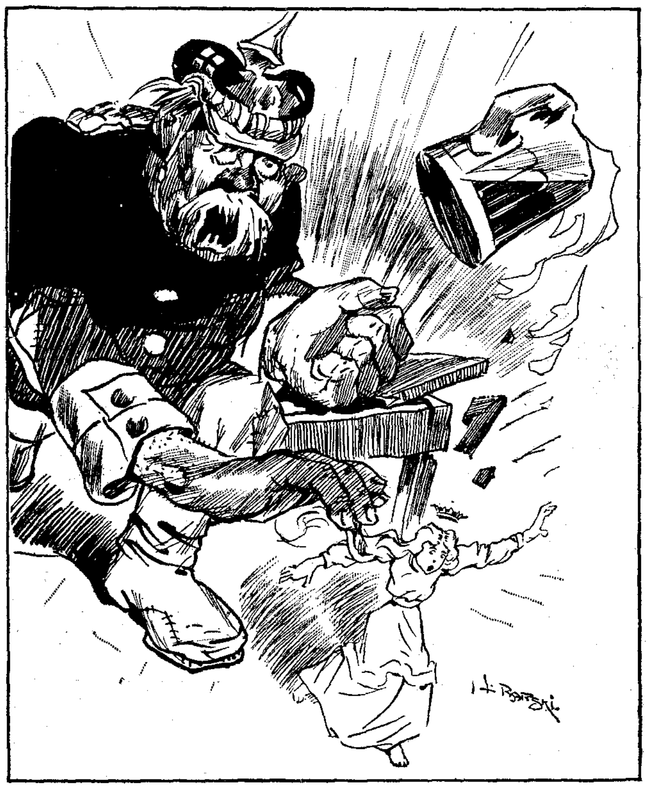
"We will speak frankly with the same sincerity which we so much admire in America's best sons. This sincerity demands that we say to America: 'Submarine warfare can not so go on any longer.' We have enough of seeing repeatedly our fine ships destroyed, and thereafter being obliged to hear either excuses, or lies, or at best, apologies.

"Norway, also, has just unequivocally declared that it has had more than enough of it. It must cease radically. Germany must be made to know that such mistakes—which, naturally, are no mistakes, a child can understand that—shall be no longer permitted. To this end the common action of neutral seafaring Powers is necessary. We ask: Is America not bound by her past, by the memory of her best sons, to take the initiative and the conduct of that step?"

How much neutral shipping has suffered can be seen from an official German communication which states that during October some 218 merchant vessels were sunk by the German naval forces and of these no less than 72, carrying contraband, flew neutral flags.

GERMANY'S DECLINING MAN-POWER

DESPERATE NEED OF MEN is the reason assigned by the Allied press for the recent actions of the Central Powers in Belgium and Poland. A unanimous chorus has gone up in Petrograd, Paris, and London, proclaiming that Germany is at last on the down-grade and is obliged to resort to expedients of doubtful legality in order to obtain sufficient man-power to reenforce "her depleted ranks." The Allied papers allege that the deportation of the inhabitants of Lille and other occupied regions in France did not set free enough German laborers behind the lines to fill up the gaps caused by the attacks on Verdun and the Franco-British advance on the Somme, and so, in order to keep Germany's factories manned, the population of Belgium had to be enlisted. In Poland the similar drafting of agricultural and industrial workers is an old, but not so well-known, story, but for months the *Kuryer Lodzki* has been protesting against the systematic deportation of Polish laborers into the interior of Germany. On the top of this comes the proclamation of Poland's independence under the egis of the Central Powers. How this step is regarded in Russia can be seen from an official announcement which appears in the Petrograd press. It runs:



THE BENEFACTOR.

PRUSSIAN (to Poland)—"Whether you like it or don't—you have *got* to be independent." —*Mucha* (Moscow, late Warsaw).

"The object of our enemies evidently is to obtain an addition to their armies. The Imperial Government regards this action on the part of Germany and Austria-Hungary as a fresh, gross infringement by our enemies of the fundamental principles of international law which prohibits the population in militarily occupied territory being forced to raise armies against its own country.

"Russia, since the beginning of the war, has twice previously express her views on the entire Polish question. Her intention is to create a complete Poland, embracing all Polish territories, which will enjoy the right, when the war is ended, of freely regulating their national, intellectual, and economic life on the basis of autonomy under the sovereignty of Russia, and maintaining the principle of a united State. This decision of his Gracious Majesty remains unshakable."

The Russian contention that the proclamation of a new Polish Kingdom is a step to legalize the conscription of a Polish army would seem to be tacitly admitted by the Central Powers, for a cable dispatch from Bern says:

"Before the Main Committee of the Reichstag on November 9, Chancellor von Bethmann-Hollweg stated that Germany's promise to create a new Kingdom of Poland was only conditional, being dependent on the success of the plan to raise a Polish army which would fight for Germany. If the number of Poles enlisting voluntarily should be insufficient, Germany would introduce compulsion, and if the Poles resisted or if the projected Polish army proved unsatisfactory to the General Staff, the Emperor would annul his promise to create a new kingdom."

Polish opinion in this country may be regarded as taking a distinctly dubious view of the situation, for in the Milwaukee *Kuryer Polski* we read:

"The present manifesto purporting to rehabilitate the Kingdom of Poland is only *a promise*. The proclaimed Kingdom has neither boundaries, nor king, nor government. The German and Austrian armies are there, their military governors are there, as is their iron rule.

"The promised Kingdom is only on paper. In the light of history not much weight can be attached to the paper manifesto. Conditions may arise rendering it 'a scrap of paper,' like the Belgian neutrality treaty. . . . . . .

"The Central Germanic Powers need soldiers above all else. The easiest method of obtaining them is by raising a 'Polish army.' This need of men, and not regard for justice, appears to be the guiding motive of the Central Powers, as plainly intimated in the manifesto. . . . .

"Poland is between the devil and the deep sea. Her present political condition as an involuntary appanage to the Central Powers (if the proclaimed Kingdom should become a reality) is, if anything, worse than on the day before the proclamation."

While America, Spain, and the Vatican have moved to prevent the deportations from Belgium, it would seem that, in Hungary at least, there is a section of public opinion that views this step with something like disfavor. The Budapest *Nepszara* links together events in Belgium and Poland, and comments thus:

"There is no doubt that this common fate in the history of the two peoples is a source of sympathetic feeling that exists in every Hungarian bosom toward the unhappy Belgians, a noble people of high attainments, of democratic ideas, and noble courage. Poland we can only just mention in this connection, knowing as we do by past experience that we must not discuss the state of affairs in that country. It would be difficult to declare Belgium an autonomous State with a hereditary monarch, so as to give legal sanction to the measures designed to increase the man-power of Germany, while for various reasons the Belgians can not be enrolled in the Polish army. Thus the deportation of Belgians needs no explanation, as its purpose is perfectly apparent."

Viewing these events in conjunction, one editor recalls Mr. Hilaire Belloc's statement in the London *Land and Water* that the German armies would reach their zenith in April, 1916, and he argues that events in Poland and Belgium tend to show that Germany's man-power is seriously threatened. This view is supported by a cable dispatch from London on the fall of Monastir, which runs:

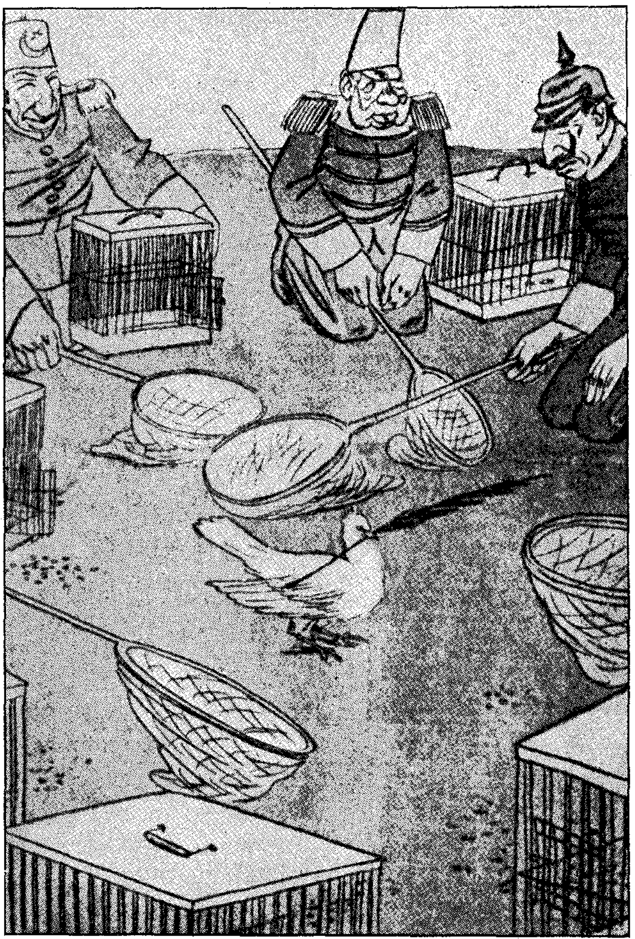
"A point which is considerably discust by the military writers is the inability of Germany to send aid to the Bulgarians and is held to have important significance. It is pointed out that Field-Marshal von Hindenburg, chief of the German General Staff, had known for six weeks that Monastir was threatened, and yet was compelled to allow such an important point to pass into enemy hands without an attempt to avoid the catastrophe."

The London *Times* thinks that Germany is desperately short of men:

"The Germans are feeling acutely the wane of their native man-power. The slave-raids are manifestly a device to supply the places of Germans now employed in munition-works and other indispensable businesses at home, and thus to release them for service in the field. They confirm the view which we have exprest, and which is generally accepted by the Allies, as to the true meaning of Prussia-Germany's anxiety to establish out of Russian territory a simulacrum of the Kingdom of Poland which Prussia betrayed and destroyed. A resolve to fill the depleted German ranks by any means is the explanation of both projects."

A SEPARATE PEACE WITH RUSSIA

PERSISTENT RUMORS have been circulated from time to time in the German press that Russia was on the eve of negotiating a separate peace with the Central Powers. While these reports have been strenuously denied by more or less responsible papers on the side of the Entente, there has been no little disquiet in the Allied camps where many, acting on the old proverb that "where there is smoke there is fire," believed that these rumors had some basis in fact. And now the dispatches from Petrograd say that last week's Duma "crisis" was a successful fight by the Duma to keep the Government from actually accepting a tempting offer from Germany. Suspicions had risen so high, even before that, that the Russian Premier with a German name found it desirable to deny them in an interview with the inquiring Mayor of Moscow. In this conversation between the two dignitaries, widely reported in the Russian press and sent to the London *Times* by its Petrograd correspondent, the representative of the citizens of Moscow broached the delicate subject and inquired whether Mr. Sturmer's appointment was to be viewed as a step in the direction of peace with the Central Powers, as current gossip in Moscow had it. The surprized Premier, as reported by *The Times*, said:



TRYING TO CATCH THE PEACE DOVE.

—*Novy Satirikon* (Petrograd).

"'Is it true that my appointment is interpreted in Moscow as a symptom of the possibility of negotiations for a separate peace?'

"'I won't conceal from you the fact,' replied the Mayor, 'that rumors of this description are circulating in Moscow.'

"'My appointment to the post of Minister for Foreign Affairs,' Mr. Sturmer resumed, 'is regarded in certain circles as a change in our external policy in the direction of the possibility of the conclusion of a separate peace. I have already spoken definitely on this subject, but I wish still further to strengthen public faith in the fact that the change in the post of Foreign Minister must not be interpreted as an attempt on the part of Russia to swerve from that path on which she has hitherto marched shoulder to shoulder with her Allies. I do not know by what method I can inspire the public with this conviction.'

"Mr. Sturmer begged the Mayor to inform the citizens of the ancient capital that Russia's conditions and treaties with the Allies remained unalterable; more than that, Russia would go still further, and deemed it her duty to carry out all those measures which had been planned by Great Britain with reference to Germany.

"'And I,' added the Premier, 'as executive of the will of his Majesty the Emperor, am applying all my efforts in order, conjointly with our valiant Allies, to work hand in hand for the strengthening of Russo-Anglo-French friendship.'"

While the Premier's statement was sufficiently explicit, the Russian Foreign Office evidently deemed it necessary to put on record in the most emphatic manner a categorical denial of these rumored peace-negotiations. Accordingly, the Foreign Minister sent a telegram to the Russian diplomatic representatives in each of the Allied countries, which ran:

"Reports spread abroad recently by the press of certain countries of pretended secret *pourparlers* being carried on between Russia and Germany with the object of signing a separate peace are futile and make no impression on the Russian Government. The Imperial Government desires to declare in the most categorical manner that these absurd rumors can only find force in enemy countries."

Notwithstanding these vigorous denials, there is reason to believe that some very attractive bid was made to Russia by the Central Powers and that a separate peace might have been concluded but for the strenuous intervention of the Duma. Little relating to this interesting situation has managed to get by the Russian censor, but an interview given by Prof. Paul Milukoff, the leader of the Constitutional Democrats, to the representatives of the Associated Press has been considered harmless. None the less, reading between the lines, a certain amount of light is thrown upon the conflict which arose between the Duma and the Government. The Professor says:

"I regard the trouble as definitely over. The War and Marine Ministers have shown their sympathy with the Duma, and the Duma feels and has felt confidence in them. The Duma can go on with its appointed tasks, the chief of which is the reorganization of the Zemstvo unions and all the channels by which supplies are handled and distributed."

The Petrograd correspondent of the Associated Press thus interprets the result of the Duma's victory:

"Its chief significance is the political awakening of the entire nation and the development of a real public consciousness which, perhaps for the first time in Russian history, has become articulate and can be ignored no longer.

"Among the effects expected from the agreement is the final burial of all rumors of a separate peace and of the influences which gave rise to them. Another effect which is looked for is the infusion of a new spirit in the Government, which it is believed will reflect with greater decision than ever the unswerving intention of the nation to carry the war to the conclusion desired."

The views of the Moscow *Russkiya Vedomosti* show how grave a crisis has been passed throughout the Russian Empire:

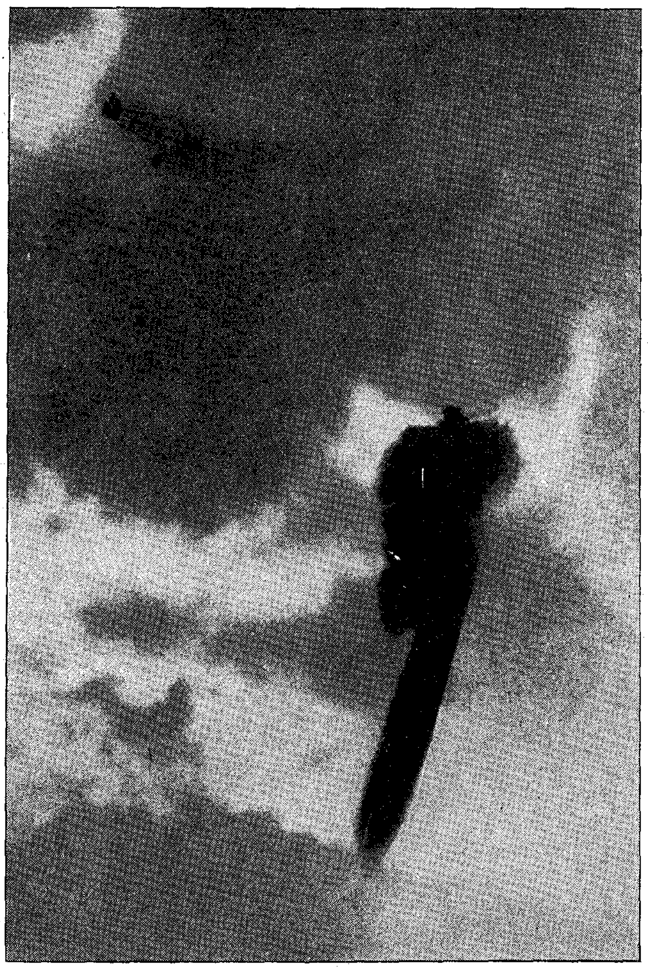
"The situation is now quite clear and defined. We do not live in a time of political crisis in the ordinary sense of the word, but in a time much more serious—a crisis which touches the whole life of the Empire. The crisis in obtaining supplies and the experiments in remedying this situation, the present status of foreign policies, the new limitations of the press, dark rumors and dark facts which are making the masses of the population nervous—all these are only single aspects of the question. Events clearly foretold a collision between the interests of the country and the present system of Government. . . . . . .

"The Government does not believe in the same measures as do the people. In this lies the greatest internal danger. This can not go on longer. Without harmony between the Government and the country we can not be victorious or preserve our internal life from disorder. Only a public-spirited and responsible Ministry will be able to hold back the Empire from the precipice."

On November 24 Mr. Sturmer had to resign.

MORE AND MORE "ZEPPELINS"

KING CHARLES OF WURTTEMBERG has placed himself at the head of that considerable section of the German public which demands incessant *Zeppelin* raids on Great Britain, and the Chancellor has been sharply taken to task for not insisting that the *Zeppelins* proceed almost nightly across the North Sea. Indeed, so much has he been harassed by this agitation that he has thought it well to obtain a testimonial of satisfaction with his policy from Count Zeppelin himself. In the official *Norddeutsche Allgemeine Zeitung* the Count writes:



A *ZEPPELIN'S* FIERY END.

This *Zeppelin* was destroyed over Belgium by a young English air-man, Lieutenant Richards, and the photograph was made high up in mid-air by one of his comrades in an accompanying aeroplane.

> "I am informed that in the course of the agitation carried on by your Excellency's enemies it is continually asserted that I have stated it to be my view that, from consideration for England, or from a desire not to render an understanding with England difficult, and thus, from some political motive, the greatest possible effective and ruthless use of *Zeppelins* is not being made. I am convinced that the employment of *Zeppelins* is in nowise hindered by any political or other considerations."

It is the long winter nights that German authorities have been waiting for, says the Karlsruhe *Bädische Landeszeitung:*

> "It was necessary, in view of the strong and well-organized system of defense in England, that our *Zeppelins* should make their raids only on dark nights in order to go and return without too much danger. The raids which, with the return of the longer nights, have begun again and will become more and more intense, fully prove that the German Government is resolved to use this effective arm against our worst enemies in the most powerful and energetic fashion possible."

England's recent bag of three *Zeppelins* has not dismayed the German public. For instance, the Berlin *Deutsche Tageszeitung* considers that "the game is worth the candle":

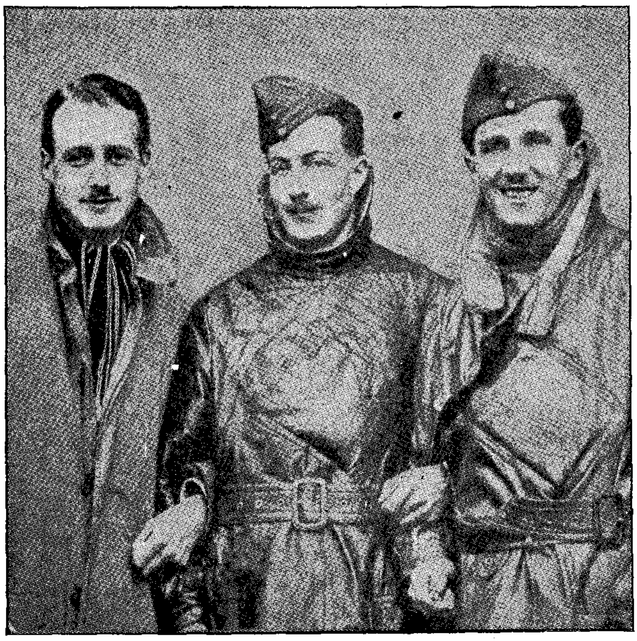
> "The main thing is success, and there is every probability that it was considerable. On the other hand, the losses on this and the previous raid show that Great Britain's appliances for bombarding air-ships, as well as for picking them out, have been perfected to a quite extraordinary degree, both in the towns and along the coast. It may now be supposed that any important town in Great Britain which is believed to be within the *Zeppelin* area can be regarded as a fortress in this sense and treated as such. The fact of a stronger and more efficient defense against attacks by air must be recognized and taken into consideration. But, on the other hand, this same fact shows what importance the British Government attaches to the German air-raids."

Nor is this opinion confined to Prussia, for we find the *Munchener Neueste Nachrichten*, perhaps the chief organ in Southern Germany, writing:

> "However, one thing is certain: the English anti-aircraft service has improved until it is a danger to us. But whatever it may be, it will not do to stop our heroes in their career of destruction. When cruel England is concerned, who desired to annihilate our race, the voice of pity must be supprest. Let our vengeance be as cruel as she is, and let the stern words of the Old Testament be our motto: 'An eye for an eye and a tooth for a tooth.'"

Meanwhile, the English papers, as would naturally be expected, regard the *Zeppelin* as merely a spectacular failure, and in the French press, where there is no direct interest, we find similar opinions exprest. Mr. Gustave Hervé, writing in the Paris *Victoire*, says:

> "Can you conceive anything more useless or senseless than the *Zeppelin* raids on England? What harm can it do our Allies? British statistics establish that in the course of twenty months the *Zeppelins* have killed 374 persons in England, almost all civilians and the majority women and children. That is how Germany's cause is being advanced. Why, a single machine gun, properly placed on the day of an assault, has disposed of as many infantrymen in half an hour!"



EACH BROUGHT DOWN A *ZEPPELIN.*

The three *Zeppelins* brought down in England fell to these men. They are Commander Robinson and Lieutenants Tempest and Sowery.

The exploits of the three young men whose portraits appear on this page are hailed by the British press as signifying the supremacy of the British air-man, and the papers argue that if the Germans lose a *Zeppelin* in every raid, as they have recently, these incursions will soon cease.

SCIENCE AND INVENTION

SOCIAL JUSTICE BY SOCIAL INSURANCE

UNDER THE HEAD of Social Insurance, students of the subject are now striving to group all such forms of indemnity as workmen's compensation, or protection against industrial accidents; sickness or health insurance, including medical attention, nursing, and supplies; invalidity or permanent disability benefits; old-age pensions, and unemployment insurance. In a recent address before the Actuarial Society, the president, Arthur Hunter, defines Social Insurance as "an endeavor to give a measure of social justice through the assumption by the community of the burden of the loss which the individual sustains through accident, death, sickness, invalidity, unemployment, and old age." Certain branches of this form of insurance, Mr. Hunter says, are already in operation in the United States, and practically all phases are under discussion. Of the soundness of the principles underlying it, there should, he thinks, be no question, altho there must, of course, be difference of opinion with regard to the desirability of certain definite plans. He goes on, as reported in advance sheets of the Society's *Proceedings:*

"The underlying motive is social justice, with the emphasis on the responsibility which the community has to the individual. The community has come to realize that the workers should be properly protected, and that their deterioration or destruction should be as much a charge against the industry as the replacing of steel machines which have worn out. The change of point of view in this country with regard to the status of the worker is probably due to three factors:

"First, the change from an agricultural to an industrial nation, in which the risk to the employee has become a serious factor.

"Secondly, the realization that the average workman has not enough surplus earnings to protect himself against sickness, accident, unemployment, and old age, and to leave a provision for his family in event of his death during his producing years.

"Thirdly, the increasing belief that the industry or the consumer should bear the cost of any misfortune which it is not within the ability of the workman to avoid, such as accident due to employment, sickness due to unsanitary surroundings, unemployment due to economic conditions."

Mr. Hunter discusses at length certain interesting features of such phases of social insurance as are now on trial in this country. Prominent among these, of course, is workmen's compensation, now obligatory in several States. Mr. Hunter brings out the fact that the impetus of the "Safety First" movement has largely come from the Workmen's Compensation Acts, and that as a result of them there has been a decrease in the accident rate. He tries to show that the prevention of accidents and not the payment of claims should be given consideration in such cases. He says:

"The president of the Casualty Company of America recently stated that the economic loss through industrial accident in the United States is more than $250,000,000 each year. This indicates that a reduction in the rate of loss, which may be considered as a by-product of the Workmen's Compensation Acts, would be a substantial gain in human life and in money. There seems to have been a marked saving in human life, accompanied by a distinct decrease in the number of non-fatal accidents, through the Workmen's Compensation Acts of New York State. In some large mills the accidents have been reduced to one-half of what they were five years ago. The official just referred to stated that one-third of the reduction in accidents has been accomplished through the use of mechanical devices, and that two-thirds have been the result of organization and education, consisting of rigid inspection, careful instruction of workmen, adequate supervision, and strict discipline. In one of the great railroad systems the rate of accident was reduced in two years by nearly one-half, partly as the result of the so-called 'Safety First' movement. The saving of human life and limb may truly be considered a by-product of the Compensation Acts.

"There may be an increase in the accident rate during 1915 and 1916 over the two preceding years, owing to the larger proportion of untrained persons employed during the former period, the rapid industrial expansion, and the haste to complete contracts, due to war-conditions. This, however, is a passing phase and deductions drawn from a comparison of the accident rates in these years should be accepted with caution.

"In passing, it should be noted that the impetus which has made the 'Safety First' movement a success came partly from the employers, who were mainly influenced by the cost of compensation to their employees. One of the most striking instances in my knowledge is that connected with the building of the Woolworth Tower in New York. It used to be said that the building of a sky-scraper cost, roughly speaking, one life for every story above the tenth. The Woolworth Building has sixty stories in the tower, is 790 feet high, and yet not one life was lost in building it. There were two inspectors of an insurance company on duty to see that proper safeguards were supplied for the men, and that the employees were not allowed to take unnecessary risks. The by-product of the Workmen's Compensation in this case was an unquestioned saving in human life, partly because the owners could not get reliable insurance protection unless every precaution was taken against accident. That in many lines of industry there was a possibility for saving human life may be proved by an example from records of the Interstate Commerce Commission, from which it appears that there was one fatality for every 105 railroad trainmen employed in 1890, while there was only one fatality for every 340 trainmen employed in 1915. The rate of fatal accidents among trainmen is therefore less than one-third of what it was twenty-five years ago."

With regard to compulsory health insurance, Mr. Hunter states that there are now bills in four States to provide for such insurance for all persons whose wages are $100 a month or less. In Massachusetts and California commissions are at work on the subject, and the question is rapidly becoming a burning one. In planning the bills he is anxious to see that prevention of sickness and reduction in the death-rate should be kept strongly in mind. The two commissions already mentioned are also investigating unemployment insurance, with regard to the advisability of which the author seems somewhat doubtful. Mr. Hunter's closing words, regarding the tendency toward "teamwork" in insurance of all kinds, are of general interest. He says:

"Since the founding of our Society we have seen two phases of business, the competitive and the cooperative, and have been individually influenced by them. The former was an era of individualism, and the latter will develop, we hope, into one of mutual helpfulness. In the early days of our Society there was a feeling that each actuary was a fighter for his company and was not expected to extend assistance to other companies. Of later years that feeling has died out and a new freedom has become ours. We have a feeling of common interest among the companies, which has set free a natural and wholesome comradery among the actuaries. The time is now dawning for still another forward movement in the opportunities of giving our powers and training to the service of the community at large. Such opportunities, which will elevate the actuaries who take part in them, are opening before us day by day, and finer opportunities doubtless lie in the near future. Let us, then, be true to our social selves and heartily aid with our trained knowledge all efforts by legislatures and other bodies to raise the standard of universal welfare. The opportunity to help in one phase, the preparation of a health-insurance bill, is now upon us, and it is the duty of American actuaries, whether connected with this or sister societies, to offer their services freely for the public benefit; otherwise men who have not had the requisite training will be consulted and doubtful advice may be followed."

SAVING THE PIECES

Rubbish-heaps and waste-piles have little place in an institution operated on the modern plan. When an object ceases to be good for one thing it is always good for another, and it is the business of the captain of industry to find out what. Often a very little readjustment or repair makes it good for the same thing over again. Worn-out machines are made to render service in some department where the requirements are different; damaged tools are put in good order again, saving many hundreds of dollars annually; office equipment is furbished up. In some factories there are standing orders that requests for additional furniture must be sent through the storeroom-keeper's hands before they are filled elsewhere. Says Mr. Leon I. Thomas in an article on "What You Can Reclaim from Scrap," contributed to *Factory* (Chicago, November):

"In all of these cases there has been an attempt to call back into service — to reclaim — discarded equipment or material. The incentive to search for the numerous classes of economies varies with different individual concerns as well as with different lines of industry, but the present high prices of practically all materials constitute a common spur to savings of this kind in every line of business.

By courtesy of "Factory," Chicago.

TIN CANS AS FURNACE-FODDER.

Tin cans, once mere waste, are pushed into these rotary furnaces, and come out as molten metal to be cast into window-sash weights.

"One of the best ways to save materials is to reclaim them and use them over again. And so you find the Southern Railway dismantling its box cars, removing the siding, and reworking it for roofing-boards on other cars. If you are familiar with wire-mills you may know that the American Steel and Wire Company has introduced a vacuum system for cleaning lime-dust-laden floors. The plan was started as a sanitary movement, but the device has resulted in an entirely unlooked-for return in dollars and cents in that the lime thus recovered is bagged and sold as a by-product. You will find textile-mills reclaiming soap from waste water, fountain-pen plants getting gold from the same source, and foundries recovering acid from waste pickle.

"There is just enough appeal to the imagination about this phase of management to make it interesting to almost every one. But there is an element of danger in it; reclamation may become a hobby. Managers may be tempted beyond the proper limit, for sometimes economies are not worth while and really cost more than they are worth. The Seaboard Air Line Railway guards itself against this by keeping an accurate record of each reclamation operation, making the limiting figures extremely conservative.

"Most reclaiming involves one or more of several processes. These might be included under the following heads: filtering, separating centrifugally, grinding and sifting, welding, treating chemically, straightening, treating in reducing furnaces, treatment by vacuum-collection methods, and reprocessing.

"Perhaps it would be not only interesting but highly suggestive to mention specific examples showing how manufacturers in a wide variety of industries are employing these different reclamation processes to advantage.

"Down in the basement of the Waterman fountain-pen factory there are two tanks containing dirty water from the wash-basins. Each month this company recovers five hundred dollars' worth of gold from these tanks. . . . . .

"Centrifugal machines offer another means besides filter cloths for separating the good from the valueless in industrial wastes. Probably the most common use of such machines for reclamation is in recovering oil from cotton waste and consequently the waste itself is thus made serviceable again. Often turbine-driven separators do the work and the exhaust steam from the turbines is fed into the separator. This helps to loosen the grease and facilitate its extraction.

"Similarly, a method is in use for the concentration of wool-scouring liquors and the recovery of grease and alkalin salts, which plan makes use of separators. Here the difference in specific gravity between the grease and the liquor forms the means of effecting separation.

"Welding offers a wide opportunity in reclaiming, but perhaps in a little different sense, because here it is the repairing of a broken part and thus putting it back into service, or the substitution of new wearing or cutting surfaces. And this makes it have an extremely wide application among the industries. Then, too, the method varies. The electric as well as the oxyacetylene-flame process does good work.

"Here is an example of a use of this method in a paper-mill. The St. Croix Paper Company was formerly putting all broken and defective paper-cores on the scrap-pile to be sold later as junk. Many car-loads of broken and defective cores had been disposed of before it was discovered that all of them could have been made as good as new by welding. . . . . .

"A large plating department had been scrapping its worn nickel anodes and selling them at less than half price. Now these worn-out anodes are being welded together by the oxyacetylene process to make new ones, and all the material is used up. It is just like sticking the thin sliver of soap that is left from an old cake upon the new one, and thus using it all up. . . . . .

"Tin-scrap from can-manufacturers is often treated on a large scale. By more or less secret processes the tin is removed and cast into ingots and the sheet iron finds a ready market as scrap. Sometimes in other processes chlorin gas is used and the tin is recovered as a tetrachlorid, which is used for weighting silk. In the foundry branch of manufacturing there is an opportunity for reclaiming the acid from waste pickle where quantities are sufficient to warrant it. At least one patented process makes it possible to reclaim much of this acid that was formerly wasted so that it may be used again in pickling.

"Wherever large quantities of any material go onto the waste-heap or into the sewer, the chances are good for chemists' help. Such is the case in reclaiming soap from the waste liquors in textile-mills.

"Where as much as eight or nine hundred pounds of soap are used in a day, it is generally possible to recover an amount sufficient to make the endeavor worth while.

"To point out more specifically the possibilities of reclaiming by furnaces in the course of regular manufacturing, it might be interesting to observe the method the New York Edison Company has of reclaiming the copper from tubes in the old Edison tube system of electrical power transmission. Tubes are placed in an inclined furnace. The insulating compound within the tubes melts and goes by gravity into the fire which helps feed the flames.

"This leaves the clean copper wire which is withdrawn, cut into short lengths, and put into hogsheads for shipment to the supplier of copper. Similarly, the compound is burned out of junction couplings and elbows. In this case the copper is saved and the iron couplings reused where possible.

"At the Waterman Fountain Pen plant two hundred and fifty dollars' worth of gold is found each month at the bottom of the crucible in which the workmen's clothing is burned.

"Here also another method of reclaiming—the vacuum-cleaner—is in use. This installation, which collects dirt from the floors, more than paid for itself in its first month, when it sucked up four hundred dollars' worth of gold-dust.

"At the American Watch Case Company a similar saving is made, but here a large part of the gold is recovered through the exhaust system operating in the polishing-heads where the buffers are at work.

"Perhaps the largest opportunity in recovering materials; tools, and parts for the average manufacturer is in reprocessing. The Seaboard Air Line Railway, for example, cuts the threads off scrap-bolts, straightens, and rethreads them. Nuts are retapped, spikes are straightened, springs are retempered and made as good as new, old sheet steel is punched up into washers, old rods rerolled into the size iron required, and shovels are given new handles.

"In another railroad company freight-car siding is used for sheathing of buildings, car-decking for platforms, and car-sills for framing and foundations. The Baltimore & Ohio Railroad makes storage-bins from scrap freight-car material. Are there not suggestions here for manufacturers in other lines of industry?

"Experiments carried on at the Sheffield Scientific School show the possibility of recovering brass from founder's scrap. The mixture of dirty brass-concentrate containing slag and a little coal is fed into a conical ball-mill, where it is ground till the slag and coal will pass through a fine screen leaving the brass behind.

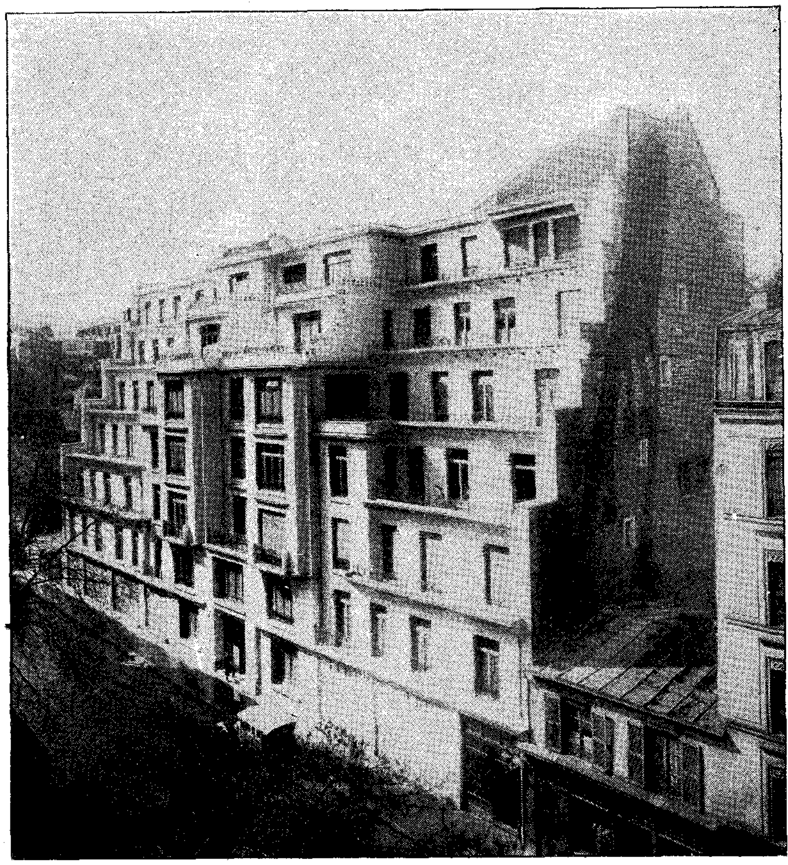
"But aside from specific ideas on waste reclaiming that may be lifted from one industry and applied to another, there is often what might be called a management by-product in a reclaiming experience.

"The junk-room may be made to yield valuable information about a variety of materials and supplies, by reason of the possibilities which it affords of checking up and comparing their performances, seeing how they act in service, and revealing points of strength or weakness. Of course, a good system of records will give much of this information, but few factories keep a complete tally of this sort, and in any case an examination of the parts or material will often give more data than can be obtained from a written record.

"There is always the danger of overenthusiasm in this sort of work to the extent that the economies may actually cost more when supervision and labor are taken into strict account than they are worth. But, well controlled, such work has opportunities worthy of the average manager's attention."

A HOUSE BUILT IN STEPS

A FIRM of architects in Paris has completed a somewhat fantastic seven-story apartment-house which is claimed to embody all the advantages of hillside dwelling—light, air, and a good view—even on a comparatively narrow street. This *maison à gradins* or "house of steps" stands on the Rue Vavin. Each floor is set back several feet from the one below, thereby giving the front of the apartment a decided slope. This plan has been suggested for office-buildings in crowded cities, where light and air are at a premium; here it is seen as a successful reality. Says Charles J. Storey, writing in *The American City* (New York, November):



By courtesy of "The American City," New York.

A "HOUSE OF STEPS" IN PARIS.

This method of apartment-house building gives the occupants all the advantages of a hillside dwelling—light, air, and view—and a balcony as fine as the suburbanite's porch. Each family, moreover, owns its own apartment. Perhaps builders in our own cities will take a hint from this modern cliff-dwelling in Paris.

"Paris, in spite of its many wide streets and its splendid system of boulevards and frequent squares and parks, has a large number of ancient, narrow streets, and it is in these that the architects expect their scheme of building to be of great use.

"Each floor above the third is set back some eight feet, and the space thus left open is converted into a balcony or terrace. By means of an ingenious arrangement of the overhang, the privacy of the occupant below is secured, for, altho an unobstructed view of the street is given, the terrace below can not be seen. In the finished house the terrace has a row of plants along the edge, and the green, viewed from the street, has a most pleasing effect. An ornamental iron railing protects the edge of the terrace and provides an open-air playground.

"This style of building, if constructed on both sides of a street, will give almost as much light to the lower stories as to the top ones. Actually, the apartment on the Rue Vavin gains an hour more of sunlight a day than do houses of ordinary construction situated on the same side of the same street.

"Altho the building covers more ground than an ordinary one, the increased cost of land is made up by the increased height to which the building can be raised without interfering with the light of the lower floors or of those across the street. This is especially advantageous in Paris, where the building code does not permit a building on a street, say 27 feet wide, to be more than 50 feet high on the building-line. Above this height it must recede. By the plan of Sauvage and Sarazin, the architects of this innovation, ten stories may be built conforming to the spirit and the letter of the law where only six main and two inferior floors could be constructed under the usual design.

"All rooms in the model apartment have direct light either from the street or from the court at the rear. Central heat does away with the innumerable chimneys common to Paris—one for each fireplace in each room—and the architects claim a substantial saving from this one item.

"The façade of the building is finished in white-glazed brick with a simple and pleasing decorative motive in bright-blue bricks, which well set off the green flower-gardens on the terraces. The rooms are painted in quiet colors, and, unlike many French houses, are devoid of plaster decoration, having only a picture-molding. This, of course, has reduced the cost of the building, as has also the simple exterior treatment.

"Another point of interest is the ownership of the building. The house has been constructed by a company formed of persons who were willing to live together, and each shareholder owns his own apartment. This cooperative plan insures each member of the corporation the full or partial ownership of his home, according to the amount invested. For example, if a man has subscribed $10,000 he will have a reduction in his rent of, say, $500 a year. He will in reality have his apartment rent free and also receive a dividend on his investment if the venture proves as profitable as is anticipated. By having an owner-tenant for every apartment, the yearly income is greatly increased, as the architects calculate that the loss through empty apartments in ordinary houses reaches 20 per cent."

A TEN YEARS' SHIP-BUILDING BOOM

THAT THE DESTRUCTIVE EFFECTS of the European War on the world's shipping will require at least ten years to repair is the deduction made from available figures by H. L. Aldrich, writing in *International Marine Engineering* (New York, November). If this is true, we may look for a ship-building boom lasting a decade or more. Of the tonnage of about fifty million existing at the opening of the war, nearly half, Mr. Aldrich calculates, has now been destroyed, commandeered, or interned; and he believes that before the war ends, fully half, or twenty-five million tons, will be in a condition requiring replacement. As the present building capacity of the world's shipyards is 2,500,000 tons a year, Mr. Aldrich's conclusion easily follows. We quote below the steps by which he arrives at it:

"When the war broke out in August, 1914, the gross tonnage of the merchant marines of the world was approximately 50,000,000 tons.

"Great Britain was credited with 21,045,049 tons. She has lost through destruction over 2,734,106 tons, leaving a balance of less than 18,310,943 tons. The Government commandeered over 50 per cent. of the larger and more efficient vessels. Counting these as about 9,000,000 tons, it leaves only about 9,000,000 tons of British merchant vessels still in commercial service. The Government is running the ships for all they are worth, so that if the war lasts two years more the commandeered ships will be fit for little else than scrap, except at enormous expense for repairs. The 9,000,000 tons of vessels still in the ocean trade will be largely old vessels of comparatively small carrying capacity, and more or less uneconomical and inefficient.

"Germany was credited with 5,134,720 tons. She has lost over 600,000 tons, leaving a balance of less than 4,534,720 gross tons interned. These ships are deteriorating at the rate of 15 to 20 per cent. a year. Many of these are old vessels, so that this merchant marine will not be of much value at the end of two years more of war, except at enormous cost for repairs.

"France began the war with 1,922,286 tons. She has lost over 309,023 tons, leaving a tonnage of something under 1,613,263. Like the other merchant marines, this one will require enormous expenditures to restore it.

"The merchant marines of the other belligerents are correspondingly reduced in tonnage and efficiency.

"At the outbreak of the war the United States was credited with 7,928,688 tons. Over 600,000 tons were added by foreign vessels coming under the American flag. Vessels under construction in shipyards to-day and those that have been delivered since the war broke out approximate 1,750,000 tons. American vessels lost during the war aggregate 63,580 gross tons, making the total American merchant marine in commission and under contract at least 10,215,108 tons.

"Up to date the belligerent merchant marines have been reduced in tons about as follows:

Total tonnage, August 1, 1914		50,000,000
Destroyed	5,000,000	
Commandeered by British	9,000,000	
Commandeered by other belligerents	3,000,000	
Interned, Teuton Allies	4,400,000	21,400,000
Total		28,600,000

"Two more years of war must of necessity result in the destruction of considerable more tonnage.

"What might be called the tonnage-efficiency of the 16,400,000 tons of commandeered and interned vessels will be enormously reduced and require very large expense to keep any of it from the scrap-heap.

"It is apparent that with two years more of war the world's merchant marines will be considerably under 25,000,000 tons, and in tonnage-efficiency much below the standard of August 1, 1914.

"How much new tonnage has been built outside of American shipyards since August 1, 1914, is only conjectured, but it is undoubtedly very small. No one can even approximate the tonnage that will be built in the next year or two.

"According to Capt. Robert Dollar, the shipyards of the world during the past fifteen years have built approximately 2,500,000 tons per year. Accepting this as a minimum capacity of the shipyards of the world, it will be seen that it will require pretty nearly ten years to bring the world's merchant fleets back to a sufficient tonnage to handle the world's commerce."

MEDICAL MOVIES

IF A STUDENT FAILS to see some important part of a surgical operation, it is impossible to do it again for his benefit, but on the screen the students of surgery may observe difficult operations over and over, as often as necessary, to learn the technique. Physiologists study the passage of food through the digestive organs or the play of bones in the wrist, by means of *x*-ray movies. Physicians recognize obscure diseases by investigating motion-pictures of the patients' characteristic movements. Observations that would ordinarily require hours may be concluded in a few minutes by "speeding up"; or rapid movements may be slowed down and analyzed by special methods. Writes Ernest A. Dench, author of a well-known work on the moving picture, in *The Nurse* (Jamestown, N. Y., November):

"The College of Physicians and Surgeons intends using motion-pictures as part of its course of instruction. At a demonstration held in New York City last March, five phases of surgical operating were dealt with in a five-reel picture. The chief subjects, the removal of a goiter and the removal of stones from the bladder, were handled by Dr. Eugene Pool, of New York Hospital, and Dr. Charles Peck, of Roosevelt Hospital, both of whom lectured upon the operations. The films were shown to an audience of two hundred in the tower lecture-hall, in which a fire-proof booth was installed to accommodate the operator. . . . . . .

"How are surgical films produced? In the early part of 1912, Siegmund Lubin, president of the well-known film company bearing his name, invented a machine which combined the motion-picture with the *x*-ray. This machine enables a man's digestive organs to be filmed.

"Dr. Neff, of the Philadelphia Hospital, is quoted as saying in a newspaper interview, 'I do not allow any doctor to go out to the hospital and take patients away to be photographed. But such physicians as are attached to the staff are permitted to do so, if the patient does not object. If the patient objects, that ends it. But I have heard of no objections being raised, and the patients become interested and enjoy the experience. It is a change for them.

"'Mr. Lubin has been good to us. Our motion-pictures of microbes in milk were made at his establishment, and he placed all the resources at our command.'

"A Frenchman actually succeeded in filming the digestive organs of a trout. The fish was put on a restricted diet, which included flour, sugar, peptone, subnitrate of bismuth, and water. For filming purposes, he used a table with a glass pool at each end in order to provide the necessary water to keep the trout alive. There was not an inch of extra space in which the trout could move and the top of the envelop was covered with a piece of paraffin paper. This tube was placed in the receptacle under the table, the camera being focused on the glass and operated by an electric motor. The trout was compelled to fast for two days in this cramped position, the constant flow of fresh water keeping it alive. This is known as the Carvello system. A special-sized film, the depth of which is two and three-fifths inches, is used and usually two thousand exposures a second are made instead of the usual sixteen. A motor controls the *x*-ray camera, and this motor can be run at whatever speed suits the subject. To cover an operation occupying days, the operator simply switches the clutch at the right gear, the result being that exposures are made at intervals. . . .

"Some time ago a German surgeon invented a machine called the bioroentgenograph, which demonstrated some interesting facts concerning the stomach. In the film taken the whole stomach was revealed at work; when the animal subjects were excited or angered, the stomach-movements stopt.

"The general course followed is to supply the patient with some digestible food, a regular meal, in fact, mixed with bismuth or barium to make it opaque to the Roentgen-rays, which are behind the patient. The camera, however, is in front, where it 'registers' the movements of the stomach, at the rate of twelve exposures every twenty seconds, on negative stock larger than the standard size. The positive copies printed from the negative are on the regular film stock. . . . . . .

"Microcinematography makes it possible to descend the surgical ladder. One film I saw not so long ago showed blood corpuscles as large as dinner-plates. These were at war with dozens of large microbes, which hit back at each other.

"Lieutenant-Colonel Sims Woodhead, professor of pathology in the Cambridge University, recently delivered a motion-picture lecture before the British Royal Army Medical Corps on 'Microbes Worse than Wounds.' The first film, 'The Blood Circulator,' depicted the path of blood in a tadpole's tail. The second picture, 'Relapsing Fever,' dealt with the injection of bacteria in blood and showed the spirochæta swiftly gaining in volume.

"To quote from my book, 'Making the Movies': 'The lens of the motion-picture camera is focused through a microscope which magnifies objects from two thousand to seventy-six million times. The French companies who make a specialty of the work have fully equipped laboratories in which trained scientists prepare subjects for the film. Their work necessitates plenty of research, while much patience is involved in taking the films themselves.

"'The most exasperating thing about germs and microbes is that they persist in moving about in groups and have no respect for the limited area covered by the camera's lens.

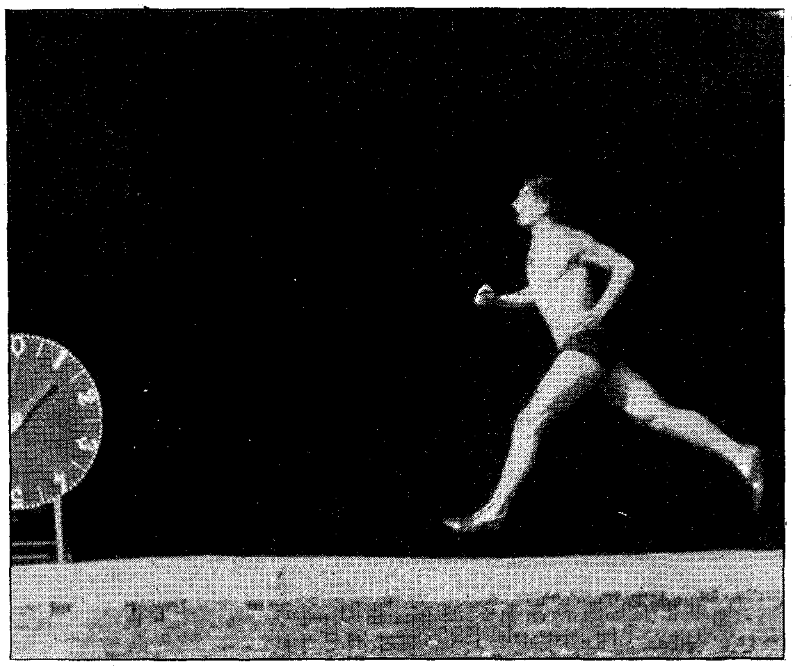
"'The photographer, to avoid this, generally contrives to have them appear against a black background. The light at the sides is of two thousand candle-power, and this is of just sufficient strength for photographic purposes. To make it stronger would kill all of the objects. The rays of this light are conveyed to the lens of the microscope.'

"In 1912, Dr. T. H. Weisenburg, professor of clinical neurology at the Medico-Chirurgical College, Philadelphia, presented at the Academy of Medicine five reels of films dealing with nervous and mental diseases. The leading picture introduced twenty-six patients for the purpose of demonstrating dementia præcox, which was followed by cases of maniac-depressive insanity, chronic mania, paranoic states, paresis, and melancholia.

"Dr. Weisenburg's method is to mark the bodies of nervous patients with colored chalk or charcoal and then film them in their characteristic poses. As Dr. Albert Wilson, the well-known English nerve specialist, said: 'This system can be adopted for any disease which shows itself in movement. It is particularly useful to photograph the gait of nervous patients, because it is in the walk that the trouble is very frequently most noticeable.'

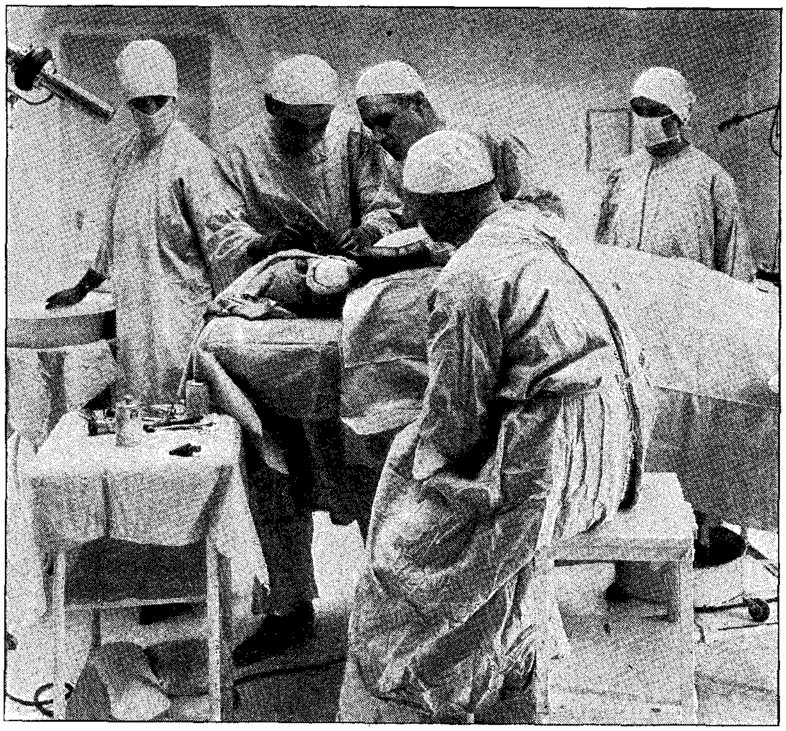
"In this connection ultracinematography is invaluable. Dr. Gustave Monod, who has before now delivered lectures in the United States, took some pictures of athletic movements by this method at the rate of one hundred a second. But when seen on the screen, the speed was only sixteen pictures a second, which slowed down the actions considerably. The picture that concerns us most is that of a runner. On the film he seems to float in the air and gains the earth in a graceful way, like a bird. He next performs some jumping feats, all of which are done very slowly, revealing the complete methods of jumping, uses of the arm, and balancing of the body.

"Dr. Monod accomplished these feats by attaching a motor to the camera. In each scene appears a peculiar kind of clock known in the studio as the chronoscope, and it is introduced in order to show the time which elapsed between each motion. It contains but one dial, which is operated by clockwork. The face is divided into twenty sections, each one of which represents one-twentieth part of a second. The chronoscope is set in motion when the camera man begins to turn the crank and continues until the motion has been completed."



A RUNNER FLOATING IN AIR.

By projecting the ultracinematographic film at the rate of 16 pictures a second, after the pictures had been taken at 100 a second, the action is slowed down. The runner appears to be floating in air, and all his motions can be analyzed. The clock is a "chronoscope," which indicates the time elapsing between the motions.



Photographs by Pathé. By courtesy of E. A. Dench.

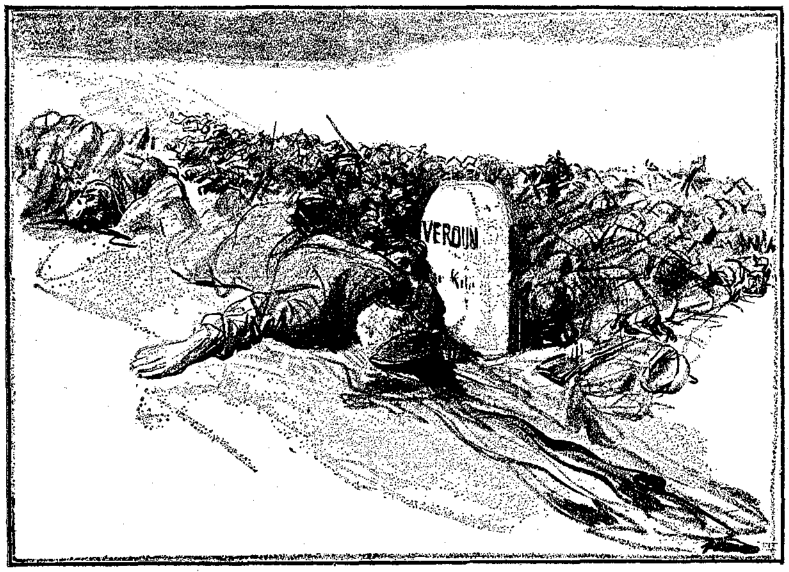
A MAKE-BELIEVE OPERATION IN A REAL SURGERY.

Actors using the surgery in a Yonkers hospital for a film-play. It shows how operations can be filmed for purposes of instruction.

LETTERS - AND - ART

THE SHORT-LIVED WAR-CARTOONS

THE EUROPEAN WAR-CARTOONS, taken by and large, are not destined to a long life. Or at least such is the inference one draws from a survey of them by a most impartial English writer in the London *Times*. Hatreds, he says, express themselves in violent distortions. "It becomes a formula to present your enemies as monsters." There is something childish in them, he finds, "as if the Kaiser and the Crown Prince belonged to nursery stories rather than to real life." He finds, too, that "again and again they are 'guyed,' just as John Bull and Viscount Grey and Mr. Poincaré are 'guyed' in German cartoons." The idea seems to be "to present them as absurd creatures, who are always failing in some violent and disastrous manner." The British writer here courageously adds that "curiously enough, this went on all the while they certainly were not failing, but threatening to be the masters of Europe." We read, too:



THE MILE-STONE.

No cartoonist, not even Raemaekers, says a critic, "attains to such beauty and power" as Forain, the Frenchman who drew this.

"Cartoonists, for the most part, are uproariously cheerful, whatever happens. They seem to be cheering victories all the time. How often have the Germans sunk our fleet and starved us out in their cartoons; how often in ours has the Kaiser confest that he was beaten! All this cheerfulness seems a little wearisome when it is stale, like the exultation of old advertisements. But the cartoon is made for the moment. Then we may laugh at it, or be cheered by it, but in a month or two it becomes a document, a mere curiosity—unless it is by Forain or Raemaekers."

Raemaekers is the Dutch artist who has emerged into an international reputation since the war; but Forain, the cartoonist of *Le Figaro* (Paris), was well known before, only he has now risen to greater heights:

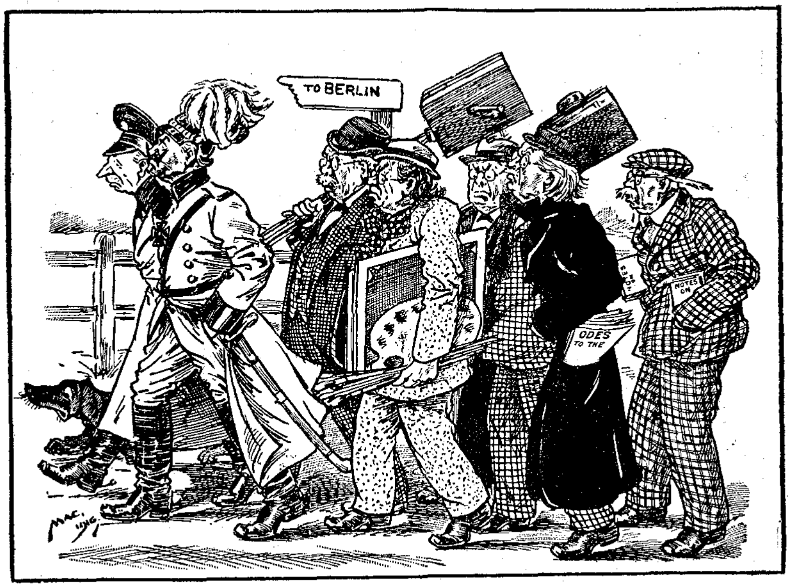
"He speaks for himself, even when he expresses the mind of his country; and he is an artist always before he is a politician. It is this personal quality that makes Forain the greatest of all the cartoonists of the war, and it appears in his titles no less than in his drawings. He is as witty in words as in line. He makes his bitter epigrams about a whole nation, but they are his own, and you can almost hear him say them. And then he draws as a good writer writes, with no air of doing anything skilful, but simply so that he may make his point, so that you may see what he has to show you without thinking about the manner in which he does it. Drawing, in fact, is with him simply a language and one in which he can speak as easily and clearly as Anatole France can in words.

"Another cartoonist would make some theatrical parade over the defense of Verdun. Forain gives you a stone with 'Verdun' written on it, and on the far side heaps of German dead, on the near side the dead body of a French soldier. It is called 'La Borne' (The Mile-stone), and you see at a glance what it means, as if it were all said in one simple and beautiful phrase. No one else in the exhibition, not even Raemaekers, reaches this height, attains to such beauty and power, as it were, in a low voice, and without even a gesture.

"There is a great deal of gesture in Mr. Dyson's splendid pageant of brutality, but he is at his best also when he is least fantastic, as in the picture of two most German Germans looking at the drowned body of a neutral child and saying, ''Twas in a good cause, little one; that we might not go hungry.' . . . He has a great machinery of allegory where Forain seems to tell us only some little story of real life."

Justice is also done to England's enemy:

"As one might expect, the German level is high. They avoid the more obvious defects of inferior English cartoonists; they are not foolishly theatrical or feebly realistic. When they draw John Bull they do not make him a scowling villain in a melodrama, but an image of all that Germany supposes England to be—sleek, brutal, and very much frightened at the naval might of Germany. Those cartoons are, for the most part, good in design. The artist knows what to aim at and gets very near it. But they are all curiously impersonal. They express, ably enough, some popular formula: as that England is making her Allies suffer for her profit; or being conquered by submarines; or bullying neutrals. Indeed, one can tell from the cartoons exactly what was the official formula at the date when they were published."



THE KAISER'S RETURN FROM VERDUN.

—MacKenney in the Cape Town *Times* (Cape Town).

"Cartoonists are uproariously cheerful, whatever happens."

MR. ROOSEVELT DISCOVERS A NEW HYPHENISM

A NEW KIND of hyphenism is attacked by Colonel Roosevelt. It springs from the allegiance in matters of art paid by Americans to some other country, particularly France or England. The Colonel refers to these people by the name they give themselves—"Cosmopolitans"—and he finds "no more hopeless creature from the standpoint of humanity," because he "spreads himself out over the whole world, with the result that he spreads himself out so thin he comes through in large spots." The Colonel took a flier into the domain of letters and art for the benefit of the members of the American Academy and the National Institute of Arts and Letters at their annual meeting last week. The audience contained over a hundred of "the best-known writers, educators, and artists of the country," and the invasion of their field must have enabled them to understand the state of mind of the British when they were instructed by the same speaker how to govern Egypt. The writers in this case are reported by the press to have indulged in applause and laughter, and to have crowded forward to shake Mr. Roosevelt's hand. This is how the point is treated:

"Conditions in this country are such that a certain number of our people are lost to us from time to time. Some painters go to live in France, some writers in England, some musicians, and even occasionally some scientists"—

[Here the Colonel paused, and those in the audience expecting the phrase "in Germany" to follow laughed heartily when he concluded, "elsewhere in Continental Europe."]

"Occasionally these men may individually benefit themselves, in which case all I can say is: I trust they cease calling themselves Americans. I don't want to call them American-French or American-English. Let them be frankly English or French and stop being American. They represent nothing but loss from the standpoint of national achievement, and must be disregarded in any study of our development.

"I care little for the cubist school in patriotism any more than I care for it in art or in poetry. The effort to be original by being fantastic is always cheap. Second-rate work is second-rate work, even if it is done badly."

Due to the presence of a French guest, Mr. Gustave Lanson, a member of the Institute of France and a professor of French literature at the University of Paris, Colonel Roosevelt paid a compliment to the valor and patriotism of his Republic. He quoted Walt Whitman, a "warped altho a rugged genius of American poetry," as having said that "strength comes before beauty and valor before grace." France exemplifies this statement at the present time especially, and, for Mr. Roosevelt's argument, she shows that tho made up of many peoples she has retained her national character, and "her greatest contribution to humanity has been the fact that she has remained French." He went on:

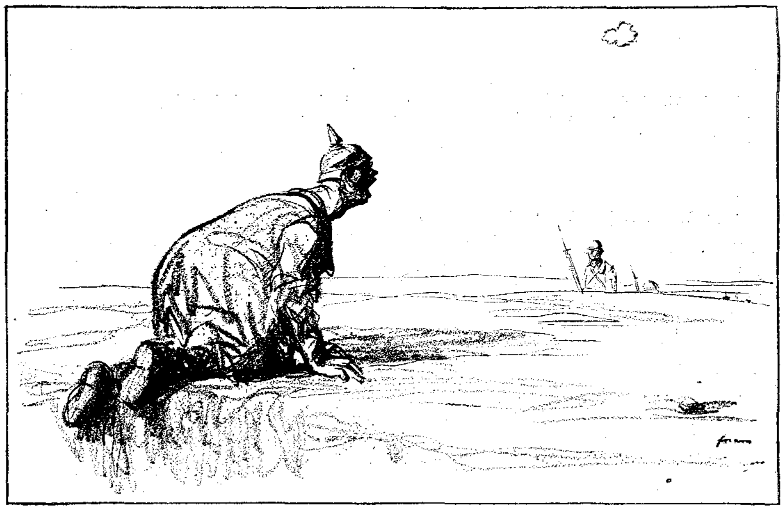
"We can help humanity at large very much to the extent that we are national in the proper sense—not chauvinistic—that we are national and are devoted to our country first. I prize the man who cares for his family more than he cares for me. If he doesn't care for his family any more than he cares for me I know he cares for me very little. What is true in individual relations is no less true in the world at large.

"One thing that the French can teach us is the need of leadership. There can be no greater mistake, from the democratic standpoint, nothing more ruinous can be imagined from the standpoint of true democracy, than to believe that democracy means absence of leadership.

"Of course, it is hard to tell exactly how much can be done in any given case by the leadership as differentiated from the mass work. That is true in producing a national art or national literature just as it is true in other activities of national life. Something, of course, and in some cases much, can be accomplished without it, but the greatest literature, the greatest art, must spring from the soul of the people themselves. There must be leadership in the blossoming period, in any blossoming period of any artistic or literary nation, but if the art is genuinely national the leadership must take advantage of and must follow the trend of the marked currents in the life of the people."

Here the Colonel takes a glance backward:

"Latin literature was not really an expression of the soul of the Latin race at all, and this will seem strange to the men who have not succeeded in freeing their thought from the narrow type of scholastic education, from the scholastic type in our universities and schools in the present day. That is a brief tribute. I pass that by.



THE WAR OBJECT.

"Come on! Make a big push! Ask us for peace."

—Forain in *Le Figaro* (Paris).

"It behooves us in the United States not to be content with repeating on a larger scale the history of commercial materialism of the great Phenician commonwealths. This means that here in America, if we do not develop a serious art and literature of our own, we shall have a warped national life. Most certainly I do not mean that art and literature are worth developing unless they are built on a national life which is strong and great in other ways, unless they are expression for that valor of soul which must come before beauty.

"If a nation is not proudly willing and able to fight for a just cause, for the lives of its own citizens, for the honor of its flag, even for the rescue of some opprest foreign nationality, then such a nation will always be an ignoble nation, and this whether or not it achieve the sordid prosperity of those who are merely successful hucksters."

It was not only criticism that the redoubtable knight of to-day offered. He also set about establishing reputations, telling the painters of the Academy that "Marcus Simons, who is little known to the average American, will come to be known as the greatest imaginative colorist since Turner." He mentioned three recent books as typically national in spirit and declared that they should be read by every person in the country. These were Gustavus Ochlinger's "Their True Faith and Allegiance," Owen Wister's "Pentecost of Calamity," and Bode's "The Study of the Old Testament." He eulogized Frederic Remington and his work as typically American, and brought prolonged laughter by his description of Prof. Joel Barlow's "great American epic." He has this to say of Barlow:

"Good Joel Barlow found we had a new nation and no epic, and he figured to himself that Homer had self-consciously written the epic of Greece, and he knew about Milton. So he sat down and wrote an epic of America, couched in the same spirit that made us put Washington, naked to the waist and with a toga around him, in front of the Capitol—the same spirit, if our guest will pardon me, which made some of the sculptors put Louis XIV. in a Roman corselet. Poor Joel Barlow wrote this 'Columbiad,' and I have one of the copies of the original edition. I wouldn't have it out of my library for any consideration, unless I were required to read it. I'd surrender it if I had to read it."

In conclusion, the millionaire picture-collectors came in for their share:

"Ordinary people, as they grow wealthy and become vaguely conscious of new needs, or, if that is too strong an expression, grow vaguely to feel that they ought to show some evidence of growth in taste to parallel their growth in wealth, find it easier to import not only their ideas but their material surroundings. When our multimillionaires become wealthy enough they are apt to build Old World palaces and fill these palaces with paintings also brought from the Old World. If the millionaire is sufficiently primitive he will explain to you with pride that the paintings are hand-made."

AN "ENTENTE" OF THE INTELLECT

AN INTELLECTUAL *ENTENTE* between France and England is Edmund Gosse's dream of the future, coupled with a plan to sweep the house clean of Teutonic influences. The English critic elaborates his thesis in the *Revue des Deux Mondes* (Paris), showing himself a French stylist as well as English. He starts by summoning the *Entente* peoples to guard "not only our shores, our commerce, and industry, but also our mental faculties," against the Teutonic *conquistadores*. The hour of mutual reproach is passed, he declares, and "both France and England must humbly confess that neither of them saw clearly the dangers of German '*Kultur*,' which, in part, insidiously penetrated our intellectual and artistic life." Mr. Gosse regards the manifesto of October, 1914, signed by ninety-three of Germany's intellectuals, as "revealing the darkness of the German soul far more glaringly than all the physical barbarities committed by armies flushed with victory." Then he declares the intellectual independence of Western Europe from the dictation of Germany, saying that "at any rate, we are through, once and for all, with the science, historiography, and philosophy of the ninety-three at whose feet French, English, and American scholarship used to sit."

Gosse reminds us of the cosmopolitan tendencies which dominated European literature at the end of the nineteenth century. Happily, since about 1890, the chimera of a universal literary unity has disappeared and the world returned to the sane conception of strongly individualistic national literatures:

"We English and French writers must, then, remain faithful to our national characters. For nothing in the world would I advocate a Franco-English literature; I would prefer the retrograde policy of a strict intellectual protective tariff. The only thing we shall have to avoid is the tendency of one dominating the other's ideal world. This was precisely the detestable error committed by Germany, which attempted to impose upon the rest of the world the monstrous tyranny of her own '*Kultur*.' Therefore no spiritual *Esperanto* or *Volapük* between France and England!

"But that does not mean to say that the French language has remained or should remain without influence upon the development of our style and range of ideas. We have only to glance at our English writers of the last fifty years. Matthew Arnold, Stevenson, and Pater show clearly the imprint of their great French contemporaries. And even during the last twenty years Ernest Renan, Anatole France, and the other splendid French essayists, exerted a very salutary influence on our young school of literary critics, which began to be affected by a certain morbid mannerism.

"As to the broad intellectual classes of both countries, we must, alas! admit that the establishment of a full harmony of thought is made difficult by the lack of a serious acquaintance on the part of one nation with the literature of the other. Every educated Englishman is permeated by his Swift and Milton; every educated Frenchman has his Racine and Chateaubriand at his fingers' tips. But the beauties of 'Samson Agonistes' are ignored by our French neighbors, while we fail to appreciate the charm of 'Bérénice,' and it would be temerity to hope that the masses in either nation stand ready to double their literary burden just now when there is a general tendency to send our own national classics after Homer and Plato, Vergil and Cicero, who are being dropt from our school curriculum and the bills of fare of the general reading public. . . . All we need is a continuous strengthening of the current of sympathy which has bound us together since the beginning of this war."

Mr. Gosse speaks of the necessity of an "intentionally continuous strengthening" because the first Franco-English alliance of 1837 found no literary echo on either side of the Channel, altho these political events coincided with a powerful reawakening of French letters.

"The fact is that almost during the entire nineteenth century intellectual Franco-English relationship was under the ban of the Napoleonic episode. For nearly a quarter of a century morally and physically separated, the two nations continued to ignore one another, or, rather, to entertain, each at the other's expense, the most erroneous conceptions. The Frenchman persisted in seeing in every Englishman a gloomy hypocrite and every Frenchman was considered as an irreligious and immoral being. And only now, for the first time since the French Revolution, the curtain of prejudices is being shoved aside. On the other hand, some among us go to the other extreme by considering everything that is done or said in France as perfection itself."

From this point, Gosse seriously asks the French literary world not to endanger its reputation in the future by continuing to indulge in a rather lax treatment of a certain category of sociological and moral subjects. The Frenchman, or one who thoroughly knows idiomatic French, understands the thousand and one shades of the French style, but they can not be transferred to a foreign country without shocking the reader. Our author reminds his French friends of Swift, who used to say that certain things are infinitely spiritual after supper but insipid and inconvenient before breakfast, and he quotes as an example of the deeply rooted British prejudice against the yellow paper-cover of contemporary French literature the case of the young Oxford student who—it was in the eighties of the last century—caused a shock in some well-bred English family by putting upon the table one of those yellow volumes which happened to contain—the "Pensées" by Pascal.

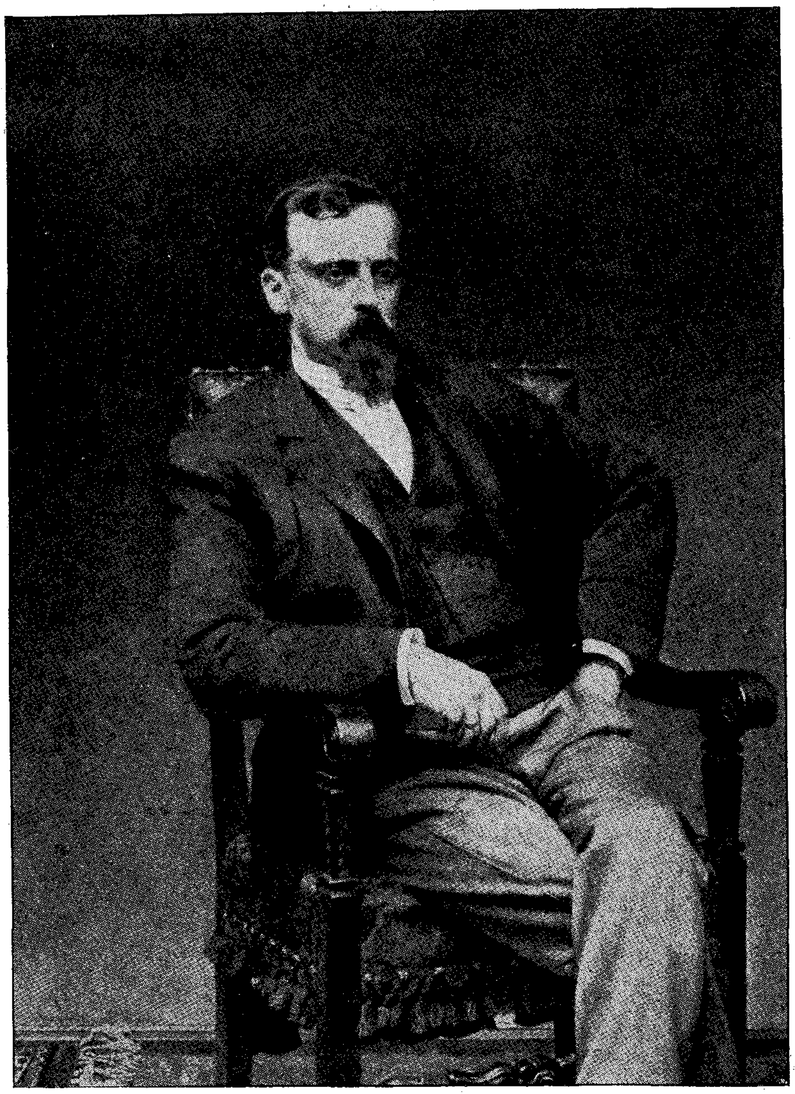
"It is unfortunate that it is mainly the French novel which has to suffer under this prejudice, for I am convinced that the novel will be called upon to play a preponderant part in the development of the future intellectual relationship between the two nations. Already in the past, and in spite of the recriminations of our moralists, it was mainly the French novel which influenced English intellectuality, and I hope the English novel will reciprocate. Meanwhile, however, three of our greatest novelists, George Meredith, Henry James, and Thomas Hardy, remain almost unknown from Boulogne down to Marseilles. I still remember how often James, who in his youth frequently went to France, told me of his experience with his friends Flaubert, Zola, and Maupassant, who, in all their literary conversations, never mentioned his, James's, works. H. G. Wells and Rudyard Kipling, in a certain sense, have become quite popular in France, while Paul Bourget, André Gide, and René Bazin are favorite writers with us, either in good English translations or in the original—and most of our educated people know sufficient French to relish the yellow covers of the Grands Boulevards de Paris. Thus, René Benjamin's last novel, 'Gaspard,' altho containing whole pages of Parisian slang, aroused the same sensation on the Thames as on the Seine."

Gosse rounds up his essay by reminding his readers that history knows of scores of close alliances between nations, but that there never has been one where millions of one nation, for a couple of years, should have commingled their blood with that of their ally on the latter's soil. When peace shall again reign in Europe, this solidarity, based upon close acquaintance and the imperishable memory of past sufferings, will extend to the intellectual relationship of the two peoples.

In reviewing the general trend in both French and English literature, Mr. Gosse comes to the conclusion that the latter has much to learn from the elegance of the first. Even the greatest English writers, he thinks, often sin through heaviness of style and obscurity of expression, and English men of letters would be well advised in appropriating some of the French precision and French logic.

POLAND'S LOST CHAMPION

TWO SONS OF POLAND, Sienkiewicz and Paderewski, have scarcely known any other thought since the war began than the woes of their country. Now the great pianist is left to bear the burden alone, since the novelist, who has directed the relief of his stricken people from Vevey, in Switzerland, died on the seventeenth of November. His service to Poland was a pious rite, says the New York *Evening Sun*, in his endeavor "to preserve the historic consciousness of the people in their triple bondage." He died "at a moment when the distress of his country, mocked by proclamations of counterfeit liberty and harried by the German recruiting officers, seemed at its deepest." His latest work, which perhaps Poland may remember the longest, is not so widely known here as his romances. And the same journal points out that "his excursion into the realm of religious fiction" in "Quo Vadis" has given him more fame here than his "three mighty stories on Slavic history," which really rank him with Scott and Dumas. These are, "With Fire and Sword," "The Deluge," and "Pan Michael." These works, which have appeared in an English translation by Jeremiah Curtin, are thus described in the Boston *Transcript* by Mr. Herbert Franklin Jenkins:



HENRYK SIENKIEWICZ,

The novelist who sought "to preserve the historic consciousness of the people" of Poland "in their triple bondage."

> "First came 'With Fire and Sword,' in 1890, describing the Cossack invasion of the Polish commonwealth under Helmnitski in 1467–51, with its famous character *Zagloba*, which the critics pronounced a new creation in literature. Despite the fact that the publication of the book was deemed a real literary event, the general reading public did not respond. Then in 1891–92 appeared the two-volume novel, 'The Deluge,' dealing mainly with the events of the Swedish invasion in Poland. The hero, *Pan Andrei Kmit*, was proclaimed a character of remarkable power, worthy of Scott and Dumas, and again the discerning critics failed to arouse the reading populace. A year later came the third volume in the trilogy, 'Pan Michael,' narrating the events of the Turkish invasion of Poland. *Pan Michael*, a favorite character in the preceding stories, and the incomparable *Zagloba* figure throughout the novel, while a real historic character is introduced in Sobieski, who was elected king in 1674. 'A fitting ending for a fine trilogy,' exclaimed the critics, but only a coterie of lovers of real literature purchased the novel. Here was an unmistakable genius writing what his countrymen termed the Polish national epic, but the royalty returns would have discouraged a less inspired and patriotic author than Sienkiewicz.
>
> "'Without Dogma,' a psychological novel of modern thought, came along in translated form in 1893, followed two years later by a social study of contemporary life in Poland called 'Children of the Soil.' Neither book could have been said to be a popular success. But the faith of Sienkiewicz's American publishers appeared to be unbounded and their patience in waiting for the great reading public to respond to his genius was rewarded when Mr. Curtin's translation of 'Quo Vadis' appeared in 1896. With less effort than had been required to write any volume in the trilogy, he had struck the popular chord, and the presses were kept busy day and night printing the best seller of the decade. More than 1,000,000 copies were sold.
>
> "'Writing "Quo Vadis" was comparatively easy,' Sienkiewicz told me, when that novel was under discussion. 'With such a wealth of authorities to draw on for historical background it required only about eighteen months to complete it.'
>
> "Relaxing for a moment, he told an amusing incident in connection with the serial publication of 'Quo Vadis' in a Polish journal. When the instalment describing the captivity of *Lygia* appeared, a deputation of sensitive young girls called upon the author to beg him not to let his heroine die in prison. 'It is a simple matter letting her escape,' one of them said. '*Lygia* has only to write a letter to her fiancé, and he will see to it.' Sienkiewicz smiled and requested his fair petitioner to compose such a letter. A few days later he received the following:
>
> "'*My Dear Lygia:* It seems that you ought to write to *Vinicius*, but illness has probably enfeebled your epistolary powers. Address, instead, the simplest, most unpretentious letter to a certain Mr. Henryk Sienkiewicz, who lives in Warsaw several centuries hence. I have every reason to believe that if you ask him prettily, he will arrange *the matter without the useless complications of further* correspondence.
>
> "'I embrace you affectionately.'
>
> "He followed 'Quo Vadis' with 'The Knights of the Cross,' a two-volume romance of Poland and Germany that pictured vividly how the growth of Christianity was retarded by crimes done in the name of the Church. This appeared in 1899–1900. In 'On the Field of Glory,' the last book to be translated by Jeremiah Curtin before the death of this great linguist, Sienkiewicz returned to the period when King John Sobieski reigned over his native land."

Some one is reported to have suggested a similarity between *Zagloba* and Shakespeare's *Falstaff*, but the creator of the former demurred:

> "I think that *Zagloba* is a better character than *Falstaff*. At heart the old noble was a good fellow. He would fight bravely when it became necessary, whereas Shakespeare makes *Falstaff* a coward and a poltroon."

RELIGION-AND-SOCIAL-SERVICE

TO SYSTEMATIZE OUR WAR-CHARITIES

THAT AMERICA'S WAR-PROFITS should be largely returned to Europe in works of mercy seems to be a sentiment that here and there is growing into a conviction. We have heard and reported on the hundred and thirty million for the children of France. Ex-Ambassador Herrick sees a greater light than this and fixes our duty at no less a figure than one billion, and as the field of our benefactions all the warring countries of the Old World. To distribute such a sum would need an organization of the highest authority—the members to receive their appointments from the President himself. The need of such coordination of already existing charitable funds is seen in the waste of effort and money in duplicated administration. Then, too, it is well to remember that nothing like the supposed amounts are actually being dispatched to the stricken lands. Instead of the million and a half that was so widely advertised as the profits of New York's Allied Bazaar last winter, the official returns recently published show only a little over six hundred thousand dollars available for dispatch. It is given on first-hand authority that Mr. Paderewski's efforts for Poland have brought forth only $460,000. Of this amount the great pianist raised $160,000 on his concerts; then he received $200,000 by personal solicitation among his friends and acquaintances, leaving the remaining $100,000 as the spontaneous gifts for Poland of our entire population. The words of Mr. Herrick recently delivered in Philadelphia and reported by the press may verily be pondered:

"There is an impression that to be neutral means that we may profit from blood and tears of nations in agony, and that there is no obligation on us in return to do more than give a little from our surplus. But there is an active neutrality which will cause Europe to think of us when this war is over, not as the commercial-minded sellers of munitions and supplies alone, but as the large-hearted, free-handed people which have cared for the wounded and dying, clothed and fed the homeless and hungry, and nursed the helpless victims of battle. These are the actions which will gain us the love of Europe, rather than its contempt for our commercialism.

"The situation can be adequately met only by the systematic organization of all the philanthropic forces of the United States. A strong central authority is needed, such as the Government alone can give. I wish that the President had seen fit (and it is not yet too late) to appoint a large number of the leading men of the country as a committee to take charge of the whole undertaking—to coordinate all kinds of relief work, receiving the aid of Federal and State Governments even to the extent of appropriations. Were we to set the mark at a billion dollars that would be little enough to meet the extraordinary demands of this worst calamity that the world has ever known.

"It is often said that the United States will have no friends when this war ends, but were we to create this gigantic charity to labor in every one of the belligerent countries for the relief of the wounded and destitute, its beneficent work would far overshadow all the animosities which now vex us. We should have all these nations as our friends. The performance of our duty as a Christian nation would be also our most effective measure of defense."

One branch of the work of American beneficence that has most successfully accomplished its purposes is the American Ambulance in France. The war-time work of this organization is given by Mr. Herrick in a compact and interesting form:

"There are now seven sections of ambulances working in the field; each section is composed of twenty ambulances, one or two staff-cars, and one or two supply-cars, or about twenty-five cars in all. There is also a section in Saloniki, recently sent there at the request of the French military authorities—a decided compliment to the efficient work our men have done.

"There is still a section in Paris, which has grown to about thirty-five cars and which takes care of all the wounded that come into Paris, taking them from the trains to the various hospitals, including our own. It is estimated that our ambulances have transported about 250,000 wounded men since the war began. There are now between 225 and 250 young men in the service as ambulance-drivers. Most of them are college men. All told, we have had probably about 500 men in the service since the beginning of the war.

"We have sent over about 108 men from Harvard, about forty men from Yale, about the same number from Princeton, and a lesser number from other colleges. I think there are about forty colleges represented in all. Fifty-two of our men have won the *Croix de Guerre* (War Cross) for bravery. Two of our boys have won the *Médaille Militaire*, the highest medal awarded by the French Army. I believe, altho I am not sure, that this is the only time civilians have won this medal. One of these boys is from Ohio—William M. Barber, son of Judge Barber, of Toledo. The other boy is Roswell Sanders, of Newburyport, Mass.

"At the beginning of the war the American Hospital, a small but complete institution, offered to install a war-service. General Fevires, Chief of Sanitation of the French Army, suggested that the Americans take over and equip the Elysée Pasteur, a large new building on the outskirts of Paris which had just been erected as a scientific school. Twenty-four hours were given for the acceptance or declination of this proposition. To undertake this task meant the underwriting of not less than $400,000 for the first year and an annual expenditure of at least that much every year thereafter. The group, consisting of Americans in France—the leisure class, the business people, the doctors, the nurses—accepted the proposal."

These Americans pledged themselves to remain in the hospital and not desert the wounded, no matter what should befall Paris. And even when the French Government and about 1,250,000 Parisians left the city in the forty-eight hours when the German Army were nearest Paris, not a single pledged American deserted, altho the hospital in Neuilly would be the first point passed by the invading army, and "they were individually, but not collectively, released from the pledge to remain." Since that time—

"This hospital has been treating continuously about 600 wounded. The late General Gallieni, then Governor-General of Paris and later Minister of War in France, said that out of 300 or 400 hospitals in and about Paris it was to the American Ambulance Hospital that they sent their special cases for treatment. It was the first to establish a dentistry department. Of late months it has been made a hospital of the first line. It now has a number of out-patients cared for at its own expense in hospitals in St. Cloud and other places near Neuilly. It has about 500 patients in the hospital near Neuilly; about 800 or 900 in the auxiliary hospitals, about 150 in Hospital B, at Juilly. It cares for about 1,600 wounded men daily.

"The expenses have grown with the rising cost of food. The annual budget is now more than $400,000, and it requires $11,000 a month to keep up the field-service. There is need for more ambulances and more men. We are sending over about twenty or thirty men every month. Ambulances cost $1,500, which includes cost of maintenance for six months. The hospital is now in need of funds, having barely enough for three months longer. It costs $600 to endow a bed for a year.

"After the organization of the hospital there grew out of the American Embassy in Paris, with the consent of the United States Government, an organization known as the American Relief Clearing-House, which occupies the residence in which Ambassadors White, Bacon, and myself lived. It has become the center of American relief-work in France and in other countries. Connected with the Clearing-House is its complementary organization in New York, the War-Relief Clearing-House; also the Refugee Relief, ministering to the homeless wanderers of all countries who have been driven from their homes by the indiscriminating waste of war."

WAR'S HURT TO THE CHILDREN

CHILD-LIFE IS HARD HIT by the war. England probably suffers least of the belligerents in this respect, but even there the conditions are such as to give grave concern for the future. In our issue for July 8, we gave an account of war's effect on youth in Germany; now a writer for *The Christian Work* (New York) gives us hints of "the unhappy transformation in character" induced by the spirit of war in England. He is a native of California, Mr. William C. Allen, tho a friend and admirer of England. "Our own beloved America," he adds, "may easily be just as seriously injured if we became similarly involved." Many facts are drawn from a statement regarding children and international relations recently issued by the United Board of Sunday-school Organization. This board represents the Sunday-school organizations of Congregationalists, Baptists, Presbyterians, the Society of Friends, and Moravians. Statistics show an increase in juvenile crimes of a serious nature since the outbreak of the war. During the last few months of 1915, delinquency in children is found to have increased 40 per cent., the explanation being that "war has created an excitement in the minds of children." Further:

> "Sir Edward Troup, permanent Under-Secretary at the Home Office, in a circular to the magistrates, issued this year, says that he 'has under consideration representations respecting the recent increase in the number of offenses by children and young persons under sixteen years of age.' He declares that 'punishable offenses have grown in seventeen of the largest towns of England about 40 per cent.' He adds, 'The increase in the number of juvenile offenders is mainly caused by an increase of nearly 50 per cent. in cases of larceny; but there are also more charges of assault, malicious damage, gaming, and offenses against educational acts.' The report of the United Board refers to the 'loss of discipline,' which the writer also heard about in many places in England during the past summer. This condition is largely owing to the fathers being away, and to lessened educational efficiency, caused by larger classes for each teacher, part-time sessions, or leaving school at an earlier age. Sir James Yoxall has stated that 'Between 150,000 and 200,000 children between the ages of eleven and thirteen have been released from school to do war-time work.' To quote the same veracious report, 'With the older boys and girls particularly there are evils attendant upon the earning of large wages—impatience of control, unwillingness to learn how to do things in the best possible way, and the rush to amusements which have the same general tendency. There is an unsettled state of mind leading to a desire for adventure, for excitement, with its attendant impatience with ordinary tasks and with discipline, accompanied by a great increase in truancy.'"

The writer views as "not the least serious of the difficulties to child-life growing out of the war" the fact that "children are inevitably learning to rely upon material forces and not upon the power of love, unselfishness, and consideration for others." It is complained that "the type of patriotism too often presented to the children is narrow and self-satisfied. . . . Religion has become the handmaid of the Allies. . . . The virtues of economy, generosity, etc., that have been evoked among the pupils have been entirely subordinate to the major military purpose. Militarism has emphatically made a deep impression upon all young minds." The writer adds:

> "The anxiety of this noble group of men, representing the Sunday-school organization, on behalf of the children of the nation is most important when taken in connection with the general attitude of the clergy of the country toward the war."

England before the war, Mr. Allen goes on to point out, "was already so far behind many nations with regard to the education of the great mass of its children that the damage occasioned by the war is especially to be deplored." As we read:

> "The London *Times* stated in a recent editorial that 'Of the 2,750,000 English children between twelve and sixteen, only 1,100,000 get any education after the age of thirteen.' *The Challenge* states, 'As a nation we have not believed in education, and it is one of our most serious national shortcomings that this should have been so. The facts are well enough known, 90 per cent. of our children receive no form of instruction after the age of thirteen.' Lord Haldane in a recent speech in the House of Lords called attention to the conditions narrated above as one of the main concerns of the country.
>
> "The future of the children and of education in England is very dark. Just before leaving England I was conversing with a lady from Oxford. Speaking of the depletion caused to the student life by the war she instanced the college in which she was interested. Before the last vacation only thirteen men were left as students there, they being six Orientals, two Rhodes scholars, one candidate for the ministry, and the status of the other four I can not recall. About the same time I talked with a young man who is a recent graduate of Cambridge University. He remarked to me, 'All the best men have been killed—all of my friends have been killed.'
>
> "The Government could use 'conscientious objectors' as teachers if so minded, but declines to do so. It seems particularly unfortunate, as so many of the schools are suffering for want of teachers."

BOSTON AND BILLY SUNDAY

BOSTON wants the same thing of the baseball evangelist that the rest have had, but Mr. Joseph Edgar Chamberlain says he is not giving it. Instead, he seems to be "deliberately doing less in the way of shocking and startling than he did in Paterson and Philadelphia—toning himself down, diluting himself, cajoling the Unitarians (part of the time), throwing bouquets to Dr. Channing, Charlotte Cushman, and Fanny Davenport, cutting out the roughest passages." Boston, it appears, doesn't altogether feel pleased, for when they bargained for Billy Sunday they knew what it was they asked for. The writer for *The Transcript* feels that Sunday is going to have a harder game to play in Boston than he ever played before:

> "He is himself up against diminishing energy and a weakening voice. And then, even tho the Tabernacle audience may be very receptive, it has probably the Boston habit of analyzing a speaker in a pretty thorough fashion. No doubt the audience, or the major part of it, will demand the full rendition of the regular Billy Sunday thing. What came we out for to see? Not a dignified rhetorician, surely. Generally speaking, the more extraordinary the things reported of Sunday in the last seven or eight years since he became a national figure, the more fierce the demand is upon Billy for shocking words and antics. He has to make good along that line according to a more and more startling standard. His performance is like eating opium—you have to eat more and more all the while in order to get the effect. If Sunday does not do a little more in each place than he did in the last place, he is doing less.
>
> "And yet, is that what he is doing? Manifestly not. . . . One effect will be that if Sunday has great spiritual powers, he will have to reveal them more truly and strikingly than he has ever revealed them before. That is the direction in which he will really have to make good. Just in the proportion that he suppresses the mountebank, he will have to make the prophet appear. If there is no prophet there—then, as he would put it himself, there is nothing doing.
>
> "Suppose he does it. Suppose he keeps on expurgating himself. Suppose he succeeds in pleasing the Unitarians. Suppose he succeeds in replacing monkey-shines with spirituality and gets away with it. Suppose he 'gets' his audiences on a new basis of serious evangelistic power. Well, then, the Boston-and-Billy-Sunday boot will be on exactly the other foot. He will be influenced more than he will influence. This town will remain the same, but Billy will be different.
>
> "Instead of Billy Sunday converting Boston, it will be Boston that will have converted Billy Sunday.
>
> "One thing about Billy Sunday's preaching may go less easy with the Boston bleachers than it has gone with others. It is

the electric trick of the man. Original discourse has always been a characteristic thing about Boston. Boston got out of habit of echoing long ago. The other day Sunday said that theologically he stands about where Cotton Mather stood. That is evident. But Cotton Mather, one of the earliest of Boston's preachers, was an eminently original man. Boston began that way and kept on the original tack right along. It even accepted (for a time), in the earliest days, a woman preacher, Anne Hutchinson, because she was so original."

SALVATION NOT THROUGH HATE

NOT AS A PACIFIST, but with a conviction that peace need not be a moral handicap, a writer in *The Churchman* (New York) warns us "not to be carried off our feet by any enthusiasm over the spiritual by-products of war." The injunction follows the statement made in Boston by the visiting Bishop of Worcester, England, that his country is experiencing a great religious revival; and the American writer urges us not to think from this that the salvation of a people lies "along the crimson path of hate." He continues:

> "During the first months of the war, while we were reading glowing utterances concerning Europe's great renunciation, it must be confest that we in America were made to feel a little ashamed of our snug security. Spiritually speaking, we felt 'out of it.' These nations were carrying heavy crosses; we were merely living from hand to mouth. Our preachers and moralists rebuked us for our sloth; they prophesied evil days for a people so unheroic. War, through which other nations were 'finding their souls,' had been denied us. It was almost made to appear that we were being denied also means of salvation. Not that these moralists proposed that we go to war merely as a spiritual exercise; God forbid! But none the less they seemed secretly to envy the spiritual fruits that other nations were harvesting from their anguish.
>
> "Now, this gives Christian people something grave to think about. Must a nation be repeatedly scourged into redemption by the heroic implement of war? Can not our children become Christ's faithful soldiers and servants through the normal renunciations and heroisms of life? Are there not safely within our reach means for keeping the soul of a people heroic; so that while doing justice to the moral compensations of war, we can still judge it to be at best only a necessary evil?
>
> "It is significant, in this connection, to note the changing tone in Europe and England regarding war. The ecstasy has gone; we hear now, rather, the dull notes of prolonged agony. They are 'just seeing it through.' From that blood-soaked world there is everywhere heard the moan of souls crusht by their crosses. Tho the nations at war may 'have found their souls,' yet one clear, piercing cry is ascending from the whole war-ridden zone: 'Never for us or for our children must there be another war. Never this again!'"

However ungracious it may seem to analyze the ecstasy created by the sacrifices of war, avers the writer, it is our moral duty to do so. Especially because "the question is pertinent to the problem of a world-peace with which the mind of Christendom is to be concerned at the close of the conflict." Moreover:

> "The Christian Church must defend the conviction that the pursuits of peace are amply fitted to furnish discipline to a nation's youth. It can not concede that war brings inspiration for chivalry and self-renunciation which the Gospel of Christ does not offer the humblest laborer in the land; or that men reared in a Christian community require the scourge of the trenches to keep them from becoming soft and sensuous.
>
> "We who have been saved the chastisement of war are not denied means of saving our souls from decay. . . . From the hearth of every Christian home, as well as from the battle-field can come the hallowed cry: 'Oh, God, I give myself to Thee!' . . . . . .
>
> "How peace is to be made a more heroic thing than we have made of it in the past we do not know. But because we believe in Christianity we know that it can be done. The English bishop tells us that his country is on the verge of extraordinary changes. America too must witness some extraordinary changes unless we are willing to let our 'blessings of peace' mean merely a commercial asset and the release from all hindrance to ease."

BEWARE THE PULPIT ANECDOTE!

PREACHERS who use "sniffling little anecdotes, of doubtful authenticity," to illustrate more or less obvious points in their discourses are warned by a Minnesota layman that it is a foolish practise. Indeed, thinks the editor of *The Bellman* (Minneapolis), these frequent references to religious impulses or acts in the lives of active men tend to alienate or disgust the layman, instead of winning him, as intended. The writer, perhaps Mr. William C. Edgar, the editor and owner of *The Bellman*, wonders where the ministers get all these "incidents of sanctimonious drooling." "Is this sort of thing a part of the curriculum in theological seminaries"; or "does there exist a Bureau for the Dissemination of the Personal Religious Anecdote, such as there is for supplying funny stories for after-dinner speakers?" At any rate, "the touching story of the 'great merchant' who condescends to talk religion to one of his humblest clerks, or that of the 'prominent lawyer' who, in the midst of his plea, turns aside with patronizing ostentation to acknowledge his belief in the Deity, or that of the 'illustrious statesman' who is never too busy to wrestle in prayer so that any one who is passing can make a note of it—these and hundreds more of like tenor serve to elucidate the discourse of a certain type of clergyman." The Episcopal layman, editor, and man of affairs then proceeds to offer the clergyman these words of earnest admonition:

> "If he could by any possibility know how these examples of business piety, which he considers so laudable, affect the layman, or, knowing it, could possibly understand how such things cause real men to fidget and squirm and swear inwardly, he might learn to reserve these nauseating anecdotes for exclusive use among those less sophisticated in the ways of the world. . . . . . .
>
> "The average layman distrusts his fellow who indulges in religious cant, who parades his belief, who makes a point of talking religion. He has good reason to. Experience has taught him that the meanest and closest bargainer, the coldest and most heartless trader, the one who can always be depended upon to promote his own selfish interest at the expense of others, is he who does so to the accompaniment of sacred texts.
>
> "He knows that the business house with the prayer-meeting annex, led by the proprietor, is the one which has the narrowest conception of Christian charity, and comes the nearest in its daily practise to the line where meanness meets actual dishonesty. He does not trust very far the lawyer who is unctuous, conspicuous, and insistent in his piety. As for the politician, who can easily be termed an 'illustrious statesman,' if one is thus disposed to glorify him, he knows well that when he turns to prayer there is something doing among his henchmen that bodes ill for the welfare of the state and the health of the public treasury. . . . . . .
>
> "Unfortunately, few clergymen are in a position to know this side of human life. They can judge only by what they see of a man within the narrow limits of their contact, and must needs accept him for what he professes himself to be. . . . . . .
>
> "When the intelligent layman who knows the world in which he lives and must needs know it, otherwise his hide would hang from the wigwam of the wicked and he would cease to be, hears the preacher telling about the 'great merchant prince,' 'the illustrious statesman,' the 'prominent lawyer,' and 'the eminent financier,' in an anecdote redolent of sanctimonious pretense, he writhes in shame and bitterness of soul, longing to rise and cry out: 'Wo unto you, for ye tithe mint and rue and all manner of herbs and pass over judgment and the love of God, . . . for ye love the uppermost seats in the synagogs and greetings in the markets, . . . for ye are as graves which appear not, and the men that walk over them are not aware of them, . . . for ye lade men with burdens grievous to be borne.'
>
> "The laymen distrusts and sometimes he abhors his fellow who deals in sanctimonious gruel, who professes much but does little; 'all their works they do to be seen of men, they make broad their phylacteries and enlarge the borders of their garments.' The layman demands that his fellow leave preaching to the preachers, and do his praying in private; that he put his religion into his life, dealing uprightly, tolerantly, charitably, and not cantingly with his fellows. He will join in honoring him only when he finds his prayer in his work."

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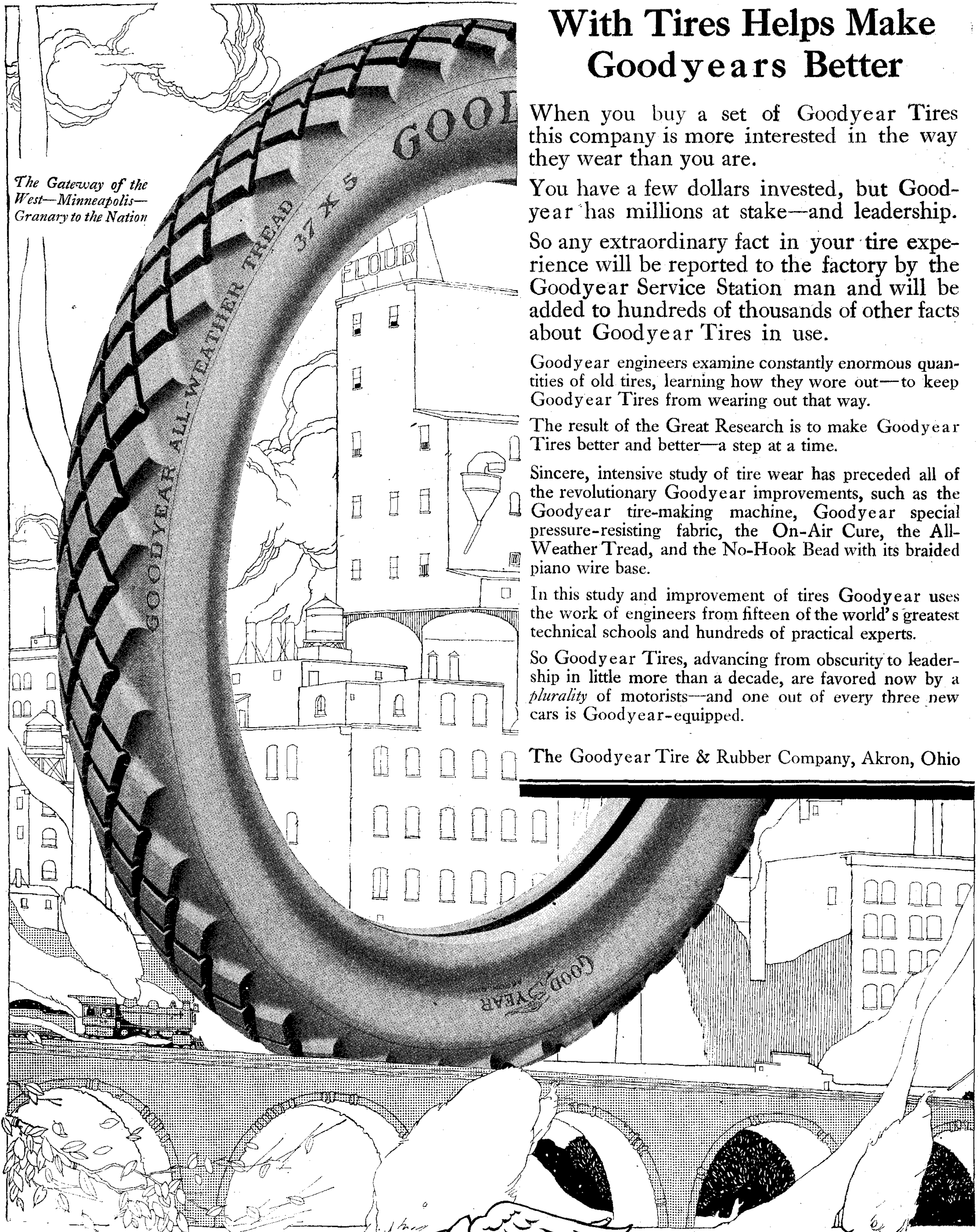

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THE LIFE OF O. HENRY

Smith, C. Alphonso. O. Henry Biography. Illustrated, 8vo, ix-258 pp. Garden City, N. Y.: Doubleday, Page & Co., 1916. $2.50 net.

It was the fortune of the author of this biography to be a boyhood friend of William Sydney Porter, known to a world of readers here and abroad as O. Henry. Therefore he is able to give us interesting glimpses of quaint and gentle life in Greensboro, N. C., in distant days. Perhaps too much space is devoted to O. Henry's ancestry, tho it makes fairly pleasant reading. One begins to see where O. Henry got his material for his Southwestern stories when Professor Smith, through letters and communications from his friends, shows him living on a ranch and in the city of Austin, Texas. Always he appears as a man genial, humorous, and a lover of company with a marked interest in human beings merely as such.

The sixth chapter of the book, called "The Shadowed Years," covers the period that O. Henry spent in prison, and has been discust variously in editorial articles throughout the country. It will be also remembered that O. Henry's daughter wrote a letter of protest to a New York newspaper against the manner in which this episode of her father's life had been treated. More stupid and sentimental utterances can be made over the question whether or not prison made this man a great author than over almost any other. The fact is that O. Henry had a practised hand as a writer of humorous sketches before ever he went to Columbus, O. That tragic experience to be sure left its mark on his soul; but it did not endow him with the wonderful and charming faculties with which he was born.

The prison stories about which so much has been said are distinctly in a minority among his complete works. Stories of Central America and the Southwest are more numerous, but the stories that made O. Henry are his stories of New York. This is generally admitted, and, as Professor Smith truly observes, "his real biography, the biography of his mind, is to be found in his work." This the biographer analyzes in a chapter called "Favorite Themes," and he shows here as throughout sympathy and painstaking care. To all readers of O. Henry's stories he affords a new acquaintance with him as a letter-writer. One only regrets that there is not a host of letters written when he was in New York. But one there is, and it reveals O. Henry in a touching mood of *Heimweh*. It was written to give some note of autobiography apparently to his correspondent, and reads as follows:

> "I was born and raised in 'No'th Ca'llina' and at eighteen went to Texas and ran wild on the prairies. Wild yet, but not so wild. Can't get to loving New-Yorkers. Live all alone in a great big two rooms on quiet old Irving Place three doors from Wash Irving's old home. Kind of lonesome. Was thinking lately (since the April moon commenced to shine) how I'd like to be down South, where I could happen over to Miss Ethel's or Miss Sallie's and sit down on the porch—not on a chair—on the edge of the porch, and lay my straw hat on the steps, and lay my head back against the honeysuckle on the post—and just talk. And Miss Ethel would go in directly (they say 'presently' up here) and bring out the guitar. She would complain that the E string was broken, but no one would believe her; and pretty soon all of us would be singing the 'Suwanee River,' and 'In the Evening by the Moonlight,' and—oh, gol darn it, what's the use of wishing?"

MODERN EUROPEAN HISTORY

Hayes, Carlton J. H. A Political and Social History of Modern Europe. 2 vols., 8vo, pp. xxvi-597, x-767. New York: The Macmillan Company. $4.25 net. Postage, 32 cents.

The present work, by the associate professor of history at Columbia University, illustrates two important facts: the complexity of modern civilization and interests; and the newer, more vital methods of writing history. Both these facts are shown in concrete by the titles of two out of the five parts under which the thirty chapters are grouped. These are entitled "Liberty, Equality, Fraternity," and "Democracy and Nationalism." The people and their activities hold the center of the stage. The author's starting-point is no less indicative. It is not dynastic—the change in the affairs of a ruling family. The point of departure is "the world-discoveries, the commercial expansion, and the religious turmoil of the sixteenth century." Bearing this out, significant chapter-headings are: "The Commercial Revolution" (of the sixteenth century), "The Culture of the Sixteenth Century" (*e.g.*, taking up literary activities, science, and the work of the printing-press), and "The Industrial Revolution" (1770-1825, introducing machinery).

But the author's title indicates that the interest is not merely economic. So that good guides are found to political developments in the chapters that deal with government, tracing the progress and decay of absolutism; the growing influence of the people—the middle classes, then the peasants; the enlarging interests of industry, leaving the gilds behind; and the expansion of commerce.

Because the history of Europe involves the story of commerce and of exploitation, the title of these two volumes fails to convey the fulness of the contents. Wars in Europe, industry, and the conflicts for markets involved distant parts of the world-colonization, spheres of influence, partition of the dark continent, and the like. So that the effects of these forces and interests necessarily draw in accounts of operations in the Americas, in Asia (China, Japan, India), and the Seas. The last chapter is an exceedingly able, yet cautiously stated account of the present war and the antecedent conditions, and comes down to 1915.

The results of dynastic clashes and conflicts are, of course, detailed—the Holy

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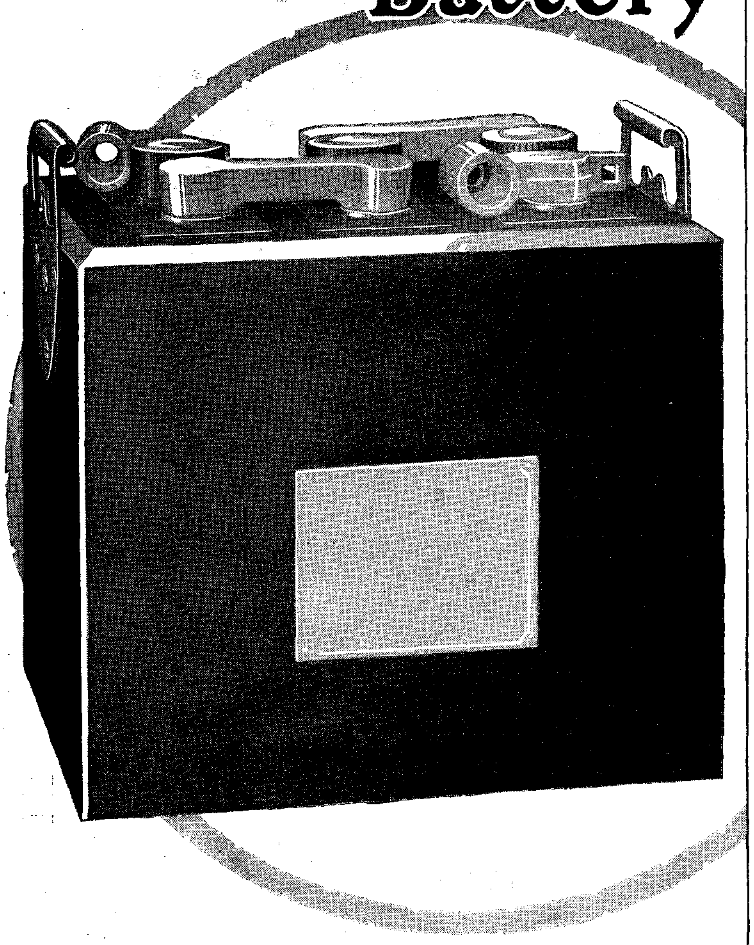

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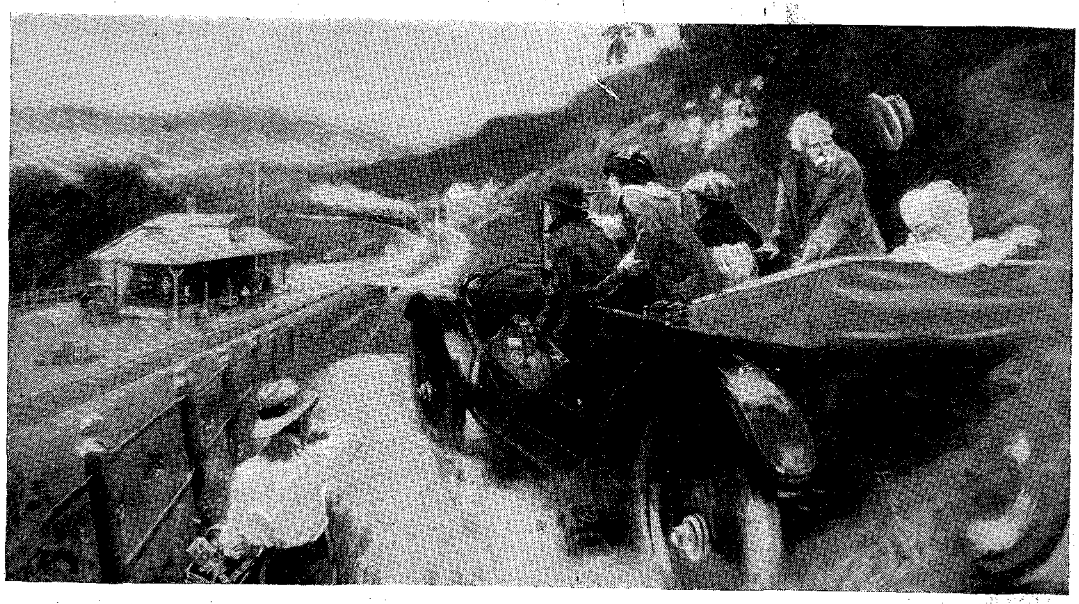

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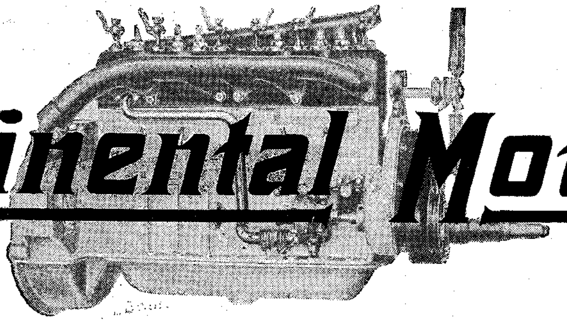


Continental Motors

Roman Empire, the Hapsburgs and Hohenzollerns, monarchy and absolutism versus democracy, all receive attention. The treatment considers the whole of Europe contemporaneously, so that currents and cross-currents are clearly mapped out. Professor Hayes has grasped the vital points of interest and importance. He has gathered up the various threads of complex situations and woven them into a fabric whose pattern is clear—a fine presentation of an intricate subject lucidly set forth.

SCOTT NEARING'S NEW BOOK

Nearing, Scott, Ph.D. Poverty and Riches. A Study of the Industrial Régime. 8vo, pp. 261. Philadelphia: John C. Winston Company. $1 net. Postage, 12 cents.

One approaches this book with presuppositions in its favor. He remembers that the author suffered a temporary martyrdom for principle—a martyrdom which turned, however, to the sufferer's advantage in a larger place and wider opportunity. The cause both of the martyrdom and the subsequent advancement was discussion of subjects kindred to those here treated.

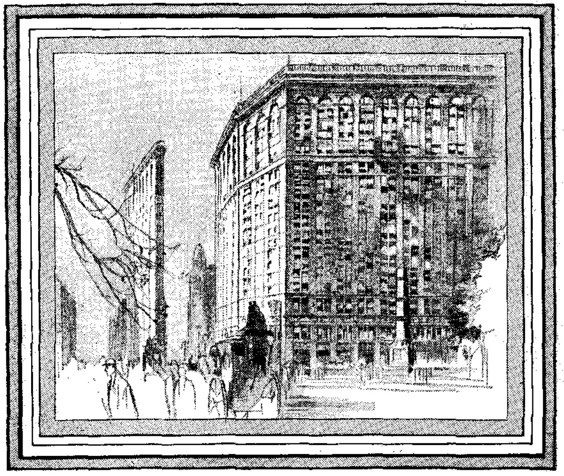
The attempt is made in this volume to show the great and increasing contrast between the circumstances of the poor and the rich in this age of machinery. The author dwells particularly on the inadequate return labor receives for its contribution to the community's resources. He believes in the possibility, during this age of steel, concrete, and machinery, of a more equitable division of the profits arising from the joint action of capital and labor. He exhibits vividly poverty's evil results, physical, mental, and spiritual. And he pleads for "equality of opportunity" for all under this régime of "large-scale industry."

With all this the reader can not but be sympathetic. He knows that often labor does not receive its dues, that wealth often receives more than its proportion. But he is not able to follow the author in the assumption that "ownership" (*e.g.*, of machinery, plant, etc.) is "parasitic." The great fallacy of this stirring book is its apparently designed ignoring of the fact that ownership, and ownership alone (*i.e.*, wealth), makes possible the vast opportunities of labor, provides the plant, the machinery, the material, the means of marketing the product, and often the market itself. The one-sidedness of the presentation is so pronounced that the sympathy awakened by the condition of the very poor is checked by the feeling that due justice is not done to the providing of necessary conditions for work. One may even question the morality, let alone the economics, of the proposition that industry may be carried on apart from the thought of profit.

COTTON AS STILL KING

Scherer, James A. B., Ph.D., LL.D. Cotton As a World-Power. A Study in the Economic Interpretation of History. Pp. 452. New York: Frederick A. Stokes Company. $2 net. Postage, 12 cents.

This plethoric volume opens with the fascination of romance, and closes with the philosophy of statesmanship. The core of it, we are told by its author, was used as a lecture at Oxford and Cambridge Universities in the spring of 1914 with the caption, "Economic Causes in the American Civil War." Its development into a book so ample offered excellent opportunity for the consideration of many things in mythology, in history, in sectional evo-



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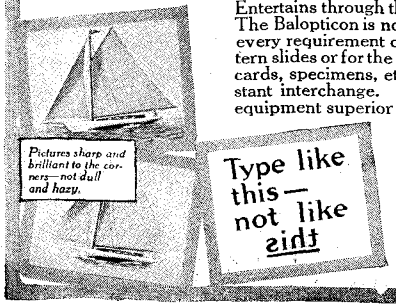
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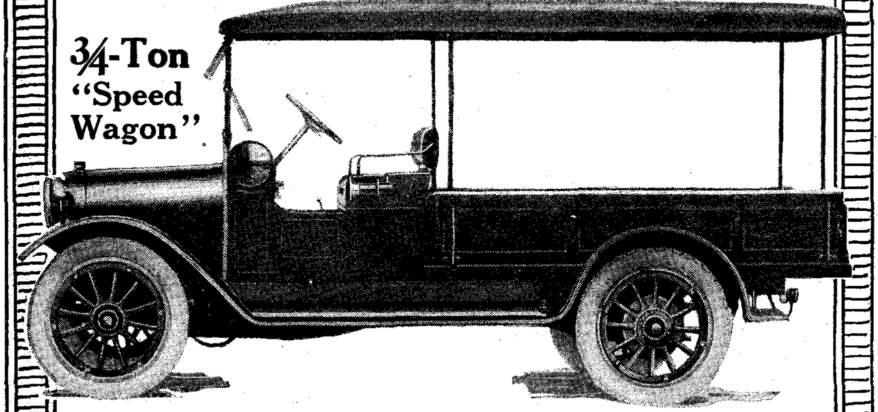

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and the poor old horses not only suffer
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IN GOOD GOING the motor trucks are
the biggest team, they cover four to six

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next five months that the well made,
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open the way and go through; and if an
does, on occasion, delay the traffic som
time when the poor jaded horses are all

THIS IS THE IDEAL TIME too, to
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YOU CAN DO IT with the least delay
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mendous and prices high for any tha
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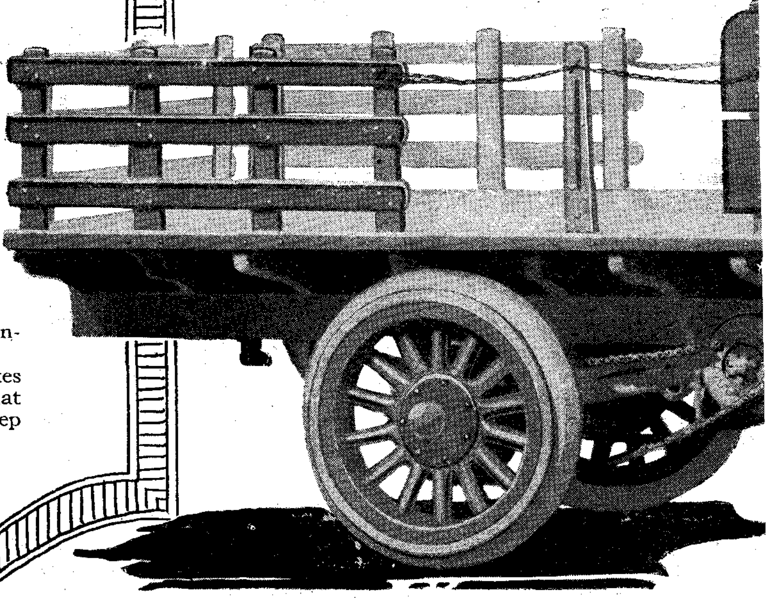
livery—and lay the horses up for a few
some flesh and a little fat on their bone
top of the market.



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Rest them—put
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OF COURSE when you are making the change from the unreliable to the more reliable, you'll want the most reliable.

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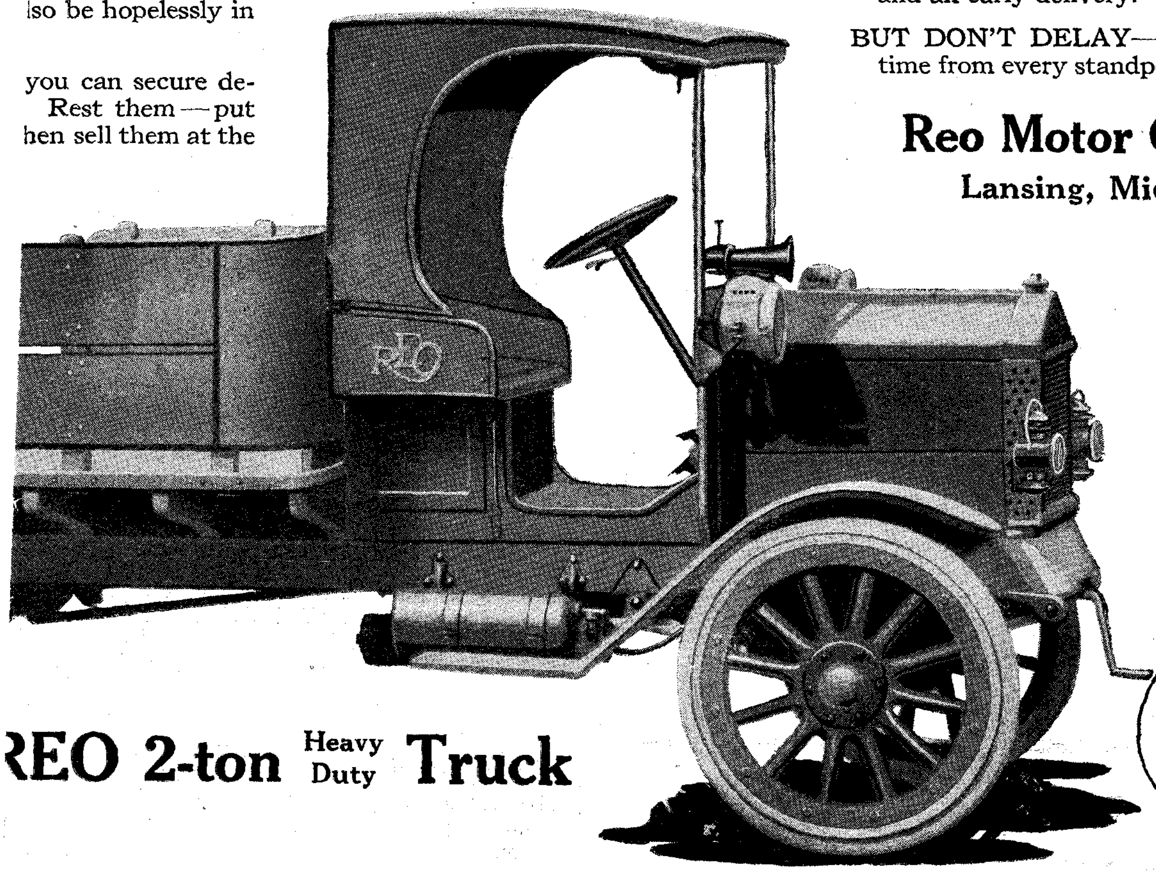

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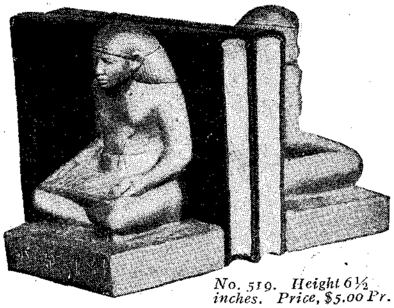

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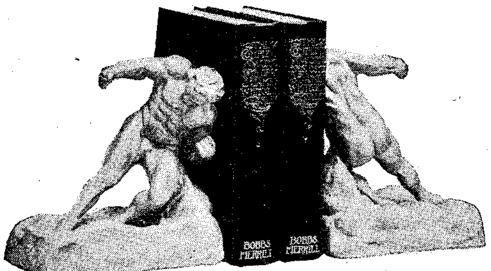

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lution, in political controversies, in war, and peace, invention, and trade. For "the skeins of this fleecy white fiber" which we know as cotton we must trace "through mazes of fable and fact, from its cradle in India, where Alexander discovered it, to modern England, by tortuous slow stages through Egypt, Rome, and Spain," down along the centuries to our American Civil War, and since; and Dr. Scherer finds the fiber everywhere, in every age and country, closely entwined with social progress and national revolution. "Speaking by and large," he says, "cotton may fairly be described as the only natural monopoly of a world-wide necessity"; because it "holds a practical monopoly of the world's clothing supply."

What cotton has been to the world, and what it has done for certain sections, are comprehensively told in these chapters. Its effect upon the history of our own nation, as this author recites it, seems tragic. "There can be little doubt," he urges, . . . "that all of the Southern States would have joined those of the North in giving up slavery, as they had repeatedly endeavored to do while still colonies, had it not been for the sudden apparition of the great cotton-crop, conjured by the genius of Whitney." To cotton, therefore, he charges the continuance of slavery and the resulting War of Secession; and he quotes Woodrow Wilson to reenforce his opinion. Yet he also quotes John Bright as maintaining "that the cotton-crop of the South would be better off without slaves." In the final analysis—tho he does not put it that way—perhaps the country owed to a Northern schoolmaster slavery's long life and its bloody death, since it was the cotton-gin of Eli Whitney that made cotton King in America, and gave it commercial power abroad. One seldom finds anywhere in one work such a comprehensive range of historic interest as this volume affords.

RECENT FICTION

Johnston, Annie Fellows. Georgina of the Rainbows. Pp. 348. New York: Britton Publishing Company. $1.25. Postage, 12 cents.

This is almost as much a "glad" book as "Pollyanna." It is written in a style quite as fascinating for grown-ups as for children, since around the sports and thoughts of healthy, normal children are enacted dramatic scenes and events of portentous meaning. Unconsciously, the children play their parts and control circumstances that work together for the good of all. Georgina's father was an army surgeon battling against the dragon of disease in the Far East, while his wife and little daughter waited in the old home in Provincetown where Mrs. Triplett—"Tippy"—presides as housekeeper and Georgina becomes great chums with "Uncle Darcy," the town crier; Dicky, the artist's son, and "Captain Kidd," the terrier. Georgina's birthday present from Uncle Darcy of a glass prism helps her to "put a rainbow around her troubles," and she also learns from him that "As long as a man keeps Hope at the prow, he keeps afloat"; so she and Dicky form the "Rainbow Club," and, in perfectly childish escapades, weave and disentangle tragic threads in the lives of their friends and bring about a happy voyage "into their desired haven." It is an ingeniously constructed story, inspiring and engrossing, combining the lure of childhood with dramatic completeness.

Phillpotts, Eden. The Green Alleys. Pp. 391. New York: The Macmillan Company. $1.50. Postage, 12 cents.

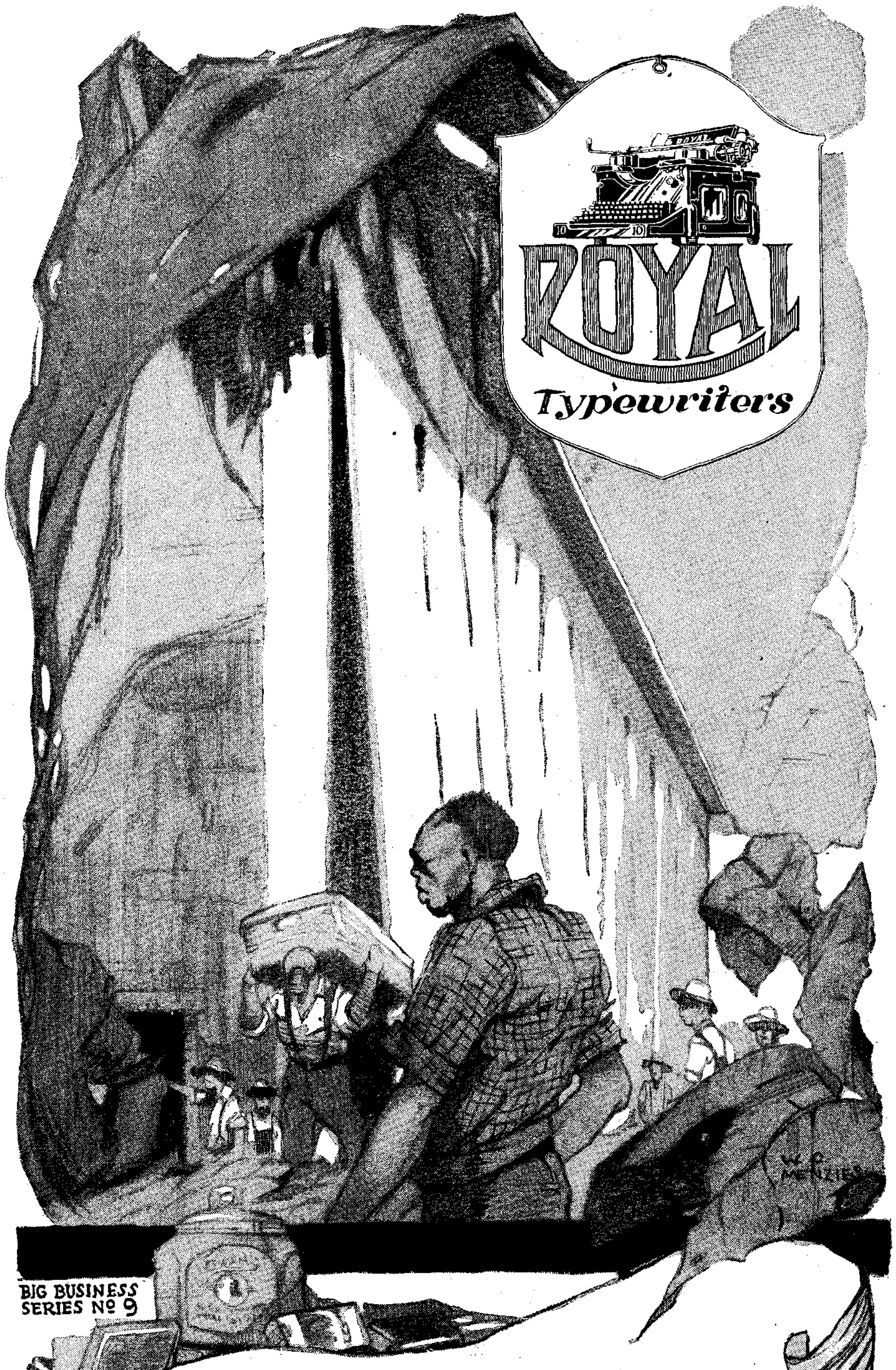
Against the background of the Kentish hop-fields, Mr. Phillpotts has written a dramatic novel. His descriptions of hop culture, development, and harvest are given with picturesque and graphic power, creating an atmosphere which enhances the value and impressiveness of the play. Aside from the environment, the author has a serious problem around which he weaves his story, *i.e.*, the problem of the illegitimate son and the injustice of the English laws relative to his standing in the family, and his inheritance. Nathan Pomfret and his brother Nicholas Crowns serve as adequate illustrations of the working of such laws. A virile, serious story is developed, dealing with their family troubles, their love for "Rosa May," ending as happily as possible with the enlistment of the hero in the present war. The two brothers, strangely unlike, with the unusual mother and "little sister Jenny," give Mr. Phillpotts opportunity for fine character-sketching. The best is "Fuggels," the philosopher who is always warring with England's injustice, and Rosa May's father is another, with his silly and verbose prating of past wealth and glory. It is an exciting novel, full of dramatic incident and exquisite word-pictures of nature.

Vachell, Horace Annesley. The Triumph of Tim. Pp. 395. New York: George H. Doran Company. $1.40. Postage, 12 cents.

In this interesting novel by the modern novelist-playwright, H. A. Vachell, the author is said to reflect his own experiences in England, France, and California. The vicar of Little Pennington looms large in the background of this chronicle of his son Tim's adventures, his early school-days, his youthful achievements, and fateful blunders; his revolt, his thrilling manhood in California, his artistic and literary aspirations, and his final reconstruction. "Does blood tell?" and "Does good eventually triumph over bad?" are questions the book asks, and perhaps answers. At least the reader follows with sympathy the vicissitudes and varied stages of Tim's development as sailor, hobo, ranchman, real-estate king, artist, author, and, finally, a man. There is hardly a phase of life in any country, or any possible experience or adventure that the hero misses, but it is written convincingly. Timothy was never legally "White," but he becomes "Green," "Brown," "Black," and "Gray," as a reflection of his different moods, and becomes *white*, in the true sense of the word, in the final regeneration.

Locke, Wm. J. The Wonderful Year. Pp. 364. New York: John Lane Company. $1.40. Postage, 12 cents.

One never knows what he will find in a Locke novel, except for the certain fascinating style, whimsical view-points, and sympathetic philosophies of life. His literary merit is as varied as his subjects, and his latest books have been slightly disappointing. Martin Overshaw, a teacher of French in an English boarding-school, with a starved soul and narrow outlook, was suddenly freed from his restricting responsibilities and fled to Paris for a rest. There, while dining with Coronna Hastings, he met Mr. Daniel Fortinbras, "Marchand de Bonheur," a typical Locke creation, who prescribes for them a bicycle trip through France and an indefinite sojourn in his



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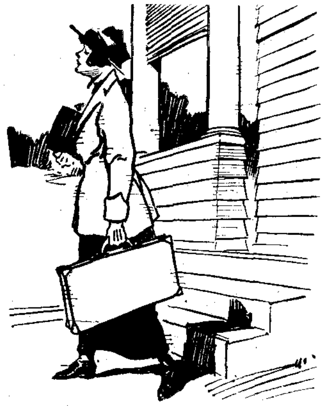

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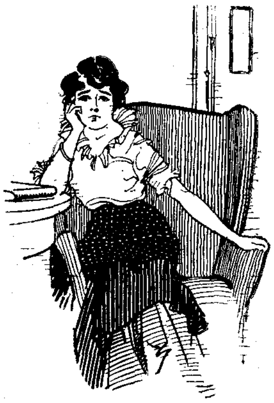

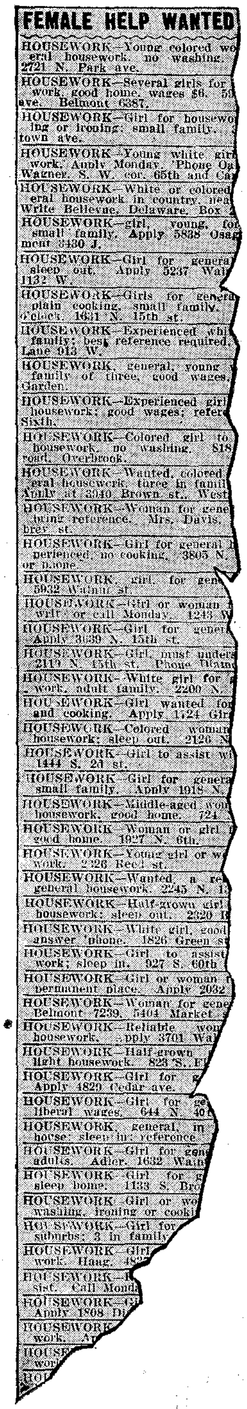

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She's leaving! Leaving her position—disgruntled; leaving you—discouraged. And you had just congratulated yourself on getting at last a maid who really suited, and who seemed satisfied to stay.

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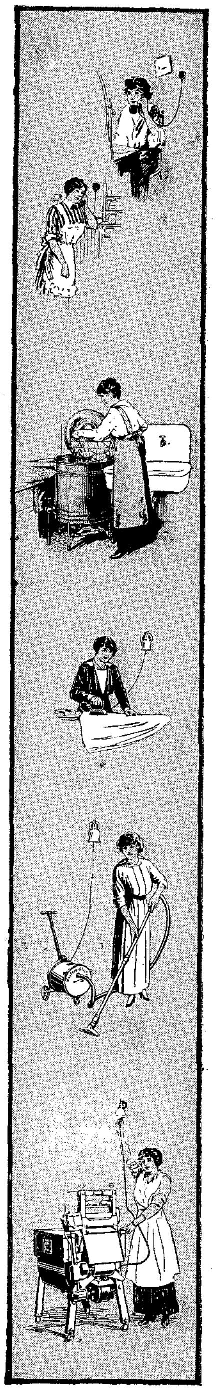

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brother's *pension*. This trip and its consequences furnish material for the story, which takes us as far afield as Egypt and includes the present war. The story has no especial lure, but there are some clever bits of healthy and helpful philosophy, some satirical suggestions and comments on life, some good character delineation and definite expressions of the author's attitude toward England and France in the present great conflict. The book is worth reading, but Mr. Locke can do, and has done, better.

Webster, Henry Kitchell. The Painted Scene. Pp. 401. Indianapolis: The Bobbs-Merrill Company. $1.50. Postage, 12 cents.

This series of short stories by the author of "The Real Adventure" introduces old favorites, Jimmy Wallace, Freddy Boldt, and others of the Globe Theater. They all deal with theatrical people and experiences and picture women of the stage, the chorus girl, with the sincerity and frankness of actual experience and a faithfulness to life which is pleasing. Mr. Webster shows satisfactorily that the stage girl is very human, that she loves and hates like other girls of her age and leads a life real and exacting. The sketches in which the author uses the medium of pathos are those in which he is at his best. "The Spoon Tune," "The Spring of the Year," "Heart of Gold," and "How to Appreciate Henry," are especially pleasing.

Huston, Ethelyn Leslie. The Tower of Ilium. Pp. 431. New York: George H. Doran Company. $1.35. Postage, 12 cents.

Evidently this author has gained some literary fluency by her experience as "critic, correspondent, and author," but while she has said some high things about the glory of motherhood "*sans* marriage," and some cleverly satirical things about marriage "*sans* love," she has offered no solution of the world's difficulties in her hysterical and sensational story, nor has she proved that flaunting conventionality puts it on any higher plane. The book is full of flowery descriptions, dramatic, or melodramatic, ravings; but her characters are neither consistent nor convincing. June Ferriss was certainly an unusual girl, for tho "unusually brilliant, a college girl and talented," she is unable, when misfortune comes, to find any employment, nor does ten dollars a week cover even the necessities for her father and herself, but she can always find good men of means who would marry her and whose kisses and caresses she enjoys, but she longs for the primal call of "mate for mate," so when she finds that her marriage of one week's duration was illegal, she refuses a second ceremony and defies the world's criticism with her son "Peter." So she "struggled and suffered" until John Orth, surgeon, restores her father's health and finally yields to her devotion which pursues him. It is an exciting story but unhealthy and unsatisfactory.

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"Why didn't you just keep silent, then?" inquired his friend.

"That's what I did, and she said, 'Silence gives consent,' and that ended it."
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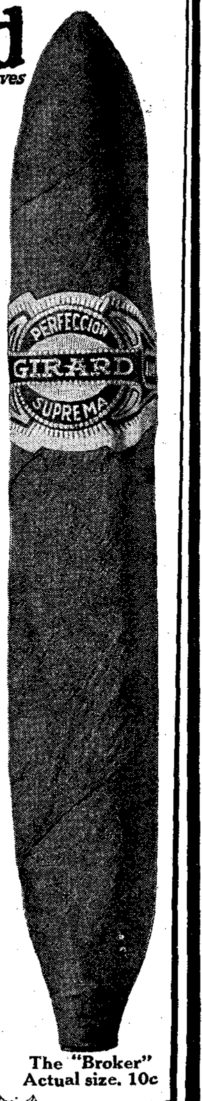

The "Broker"
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CURRENT POETRY

America needs the sort of poetry that reveals the splendor of the commonplace. Plenty of poets are ready to celebrate the beauty of other ages and other lands than our own, plenty to condemn the ugliness around us, or to dwell morbidly upon that ugliness, in the manner of those Zola-inspired versifiers so conspicuous a year or two ago. But the poet who holds up to nature a mirror that reveals her soul, as Mr. Burges Johnson does in the noble stanzas we quote below, has a true conception of the poet's high task, and renders humanity a real service. We venture to predict that "His Temples" will have a long life in the columns of newspapers and in scrap-books wherever the English language is read, and that it will be giving pleasure to the world long after all the work of our *vers librists* and Imagistes is forgotten. It appeared in *Harper's Magazine*.

HIS TEMPLES

By Burges Johnson

Last night, somewhere from out the dark, I heard a whippoorwill
Cry thrice his sharp muezzin's call, then leave the night more still.
My camp-fire was an altar flame, its lowly priest was I—
The pine-tree fingers overhead made markings on the sky.

To-night I rode in a Broadway car amid the cries and clang;
My deafened ears could not descry what call to prayer they sang.
The temple walls seemed grim and cold; the vault that yesterday
Hung close, with all its friendly stars, seemed dim and far away.

'Twas God who made the country; but God He made the town.
The guard who growled, "Step lively, there," masked smiles behind a frown,
And had a ready wink and jest for me, his fellow man;
I saw the traffic stay its tides to save a child who ran.

Last night His temple was so still; yet whispers stirred at whiles
To hint that other worshipers were crowding those dim aisles.
To-night so loud a symphony of harsh and strange design!
Yet who am I to say which note is less in tune than mine?

I heard a heavy-burdened lad shrill forth a gay refrain—
A frail old man sought helping hands and never groped in vain.
Yes, God He made the country and God He made the town;
I found Him there by gazing up, and here by looking down.

The Minaret has resumed publication. This is good news for poetry lovers, for this vivacious little journal has printed some verse of real distinction. From the October issue we take this proof of Katharine Lee Bates's skill in using the old French forms of versification.

APOLLO LAUGHS

By Katharine Lee Bates

"Apollo laughs," the proverb tells,
Far echo of old oracles,
A Delphic waif—"Once in the year,
Apollo laughs." O laughter clear
As sunshine, blithe as golden bells!

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The Florsheim SHOE

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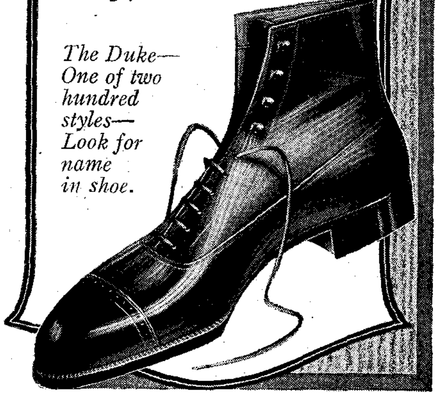

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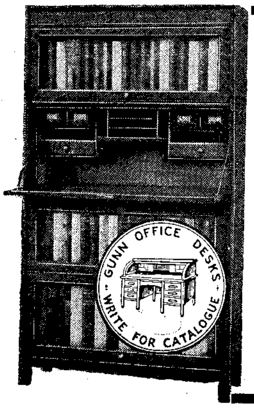

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What mortal folly parallels
Olympian jest and so impels
To mirth till Heaven's bright charioteer,
Apollo, laughs?

'Tis when the annual critic knells
The death of poetry, while swells
Some faint, fresh wood-note, pioneer
Of music earth shall thrill to hear.
Then at Apollo's infidels
Apollo laughs.

Now that the Presidential campaign is over and its cries and shouts are stilled, we may call attention without partizanship to a sonnet that appeared in the New York *Tribune* when the battle was at its height. It is quoted here, of course, purely for its high artistic merit:

SONNET

By Kenyon West

Lincoln, "Thou shouldst be living at this hour!"
Thy reach of vision—prophet thou and seer—
Thy strong and stedfast wisdom, judgment clear,
Are needed in this stress, thy old-time power
The ship of state to save from storms that lower
And threaten to engulf. Dark reefs loom near!
No "watchful waiting" will avail us here.
That wind-swept, tossing ship past rocks that tower
To guide to sunlit waters—calm, serene.
Oh! for a leader, fearless, strong, and wise,
Of swift decision, and with insight keen
To see the dangers; scorn all compromise;
Restore the honor lost, the faith we prize,
And bring us back the glory that hath been!

Mr. Jeffers is rather severe on humanity in his "He Has fallen in Love with the Mountains." But his misanthropy and misogyny are meant to throw into relief his love of nature. This is the most notable poem in his "Californians" (The Macmillan Company).

HE HAS FALLEN IN LOVE WITH THE MOUNTAINS

By Robinson Jeffers

He has fallen in love with the mountains,
How should he not be blest?
Him the high cañon-fountains
Feed with coolness and rest;
Him the gray mists with pleasure
About the day's release;
The sleepy long noons with leisure;
And the eerie dawns with peace.

Remote, steel-gray, and scornful
The peaks; above them glides
Dawn, and purples the mournful
Pines on the cañon sides;
Day, and the ferny fountains
Are full and crystal dim;
And he who has loved the mountains,
How should they not love him?

White be the fair young maiden,
And comely, without stain,
Her lover sorrow-laden
Will look for her in vain,
Unhelped; for she is human,
She will quietly pass by,
Like every other woman
Who has lived under the sky.

Good be the friend, and grateful
For kindnesses of old,
Yet will his eyes turn hateful,
Yet his heart's love burn cold.
Build house-walls of cut clover;
Lean on a fennel-staff;
Put faith in friend or lover,
And hear the high Fates laugh.

Then to the far hill-ridges
Lift up your eyes, and slake
Your thirst among the sedges
That lock a mountain lake.
Your changèd fates bewail not:
Is mortal guile new-proved?
But the mountains move not, fail not,
Never in vain beloved.

PERSONAL GLIMPSES

A NEW-CROWNED QUEEN OF THE AIR

YOU remember tales of witches who flew by night over the housetops, of genial Arabian gentlemen who squatted cross-legged on a magic carpet and floated from Bagdad to Damascus—to say nothing of the Turkish youth who embarked, according to Hans Andersen, in a flying trunk and soared straight into the boudoir of his love. All those were thin-spun romances, such tales as one might tell to charm the night away, but they are now losing their attractiveness, for their strangeness is fled; they have come within the bounds of reality.

In other words, everybody is flying these days. A few weeks ago, Victor Carlstrom flew from Chicago toward New York, intending to make the entire trip without a stop. He did make a greater part of the journey, breaking the record for a non-stop flight.

And the other day, if you picked up the paper, you saw three things. First, a group of Princeton students flew down to Princeton for a game, leaving New York gaping in their wake. Secondly, a newly elected Congressman flew to his new post in Washington, disdaining all the professional mud-throwers who whispered that he seemed unduly anxious to hold office. Thirdly, Mr. Carlstrom's record, made with so much applause only seventeen days before, was smashed by another flyer, who also tried to go from Chicago to New York. This time, strange to tell, it was a woman, Miss Ruth Law, who broke all records, and winged her way from Chicago to Hornell, N. Y., a distance of 950 miles, in eight hours and fifty-five minutes, without a stop. There she was forced to come down for more gasoline. In the New York *Times*, she gives a spirited (and copyrighted) account of her journey, showing, as that paper comments editorially, how completely she has mastered the technique of air-planing. She tells us:

> I have made the longest flight a woman ever made. But I am not boasting about that; the real thing I have done is to show that it is an easy thing to fly from New York to Chicago without stopping if one has the equipment. My little machine, even with its extra tank, could carry only fifty-three gallons of gasoline, and I had to stop in Hornell to get more fuel.
>
> If I had been able to carry 100 gallons of gasoline, I would have eaten dinner in New York. There was no trouble, absolutely none, with the machine, and the stop in Hornell was as I had planned. There was a man waiting on the race-track there with the cans of gasoline I had told him to bring. That I had to stop again in Binghamton was due to no fault of mine or of the aeroplane—I stopt because it was dark and I didn't have any lights. You see, I had planned to leave Chicago an hour and a half earlier than I did, but it was so cold that the engine wouldn't start because the gasoline and air wouldn't mix

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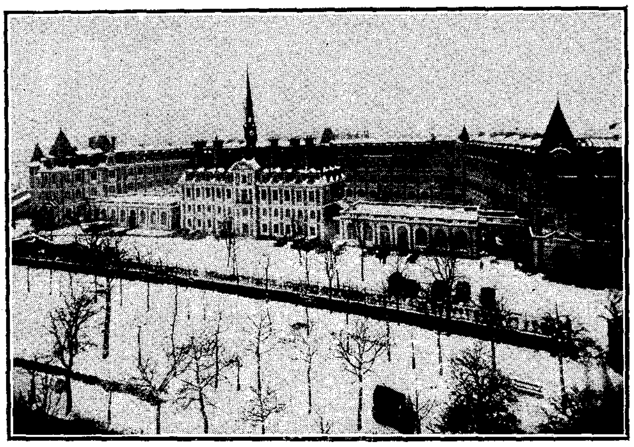

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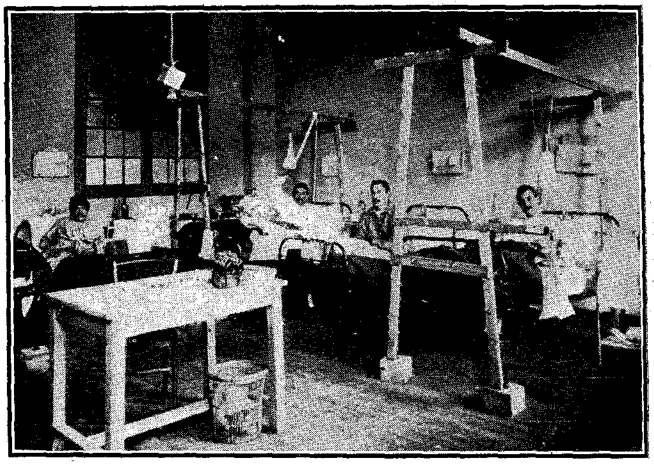

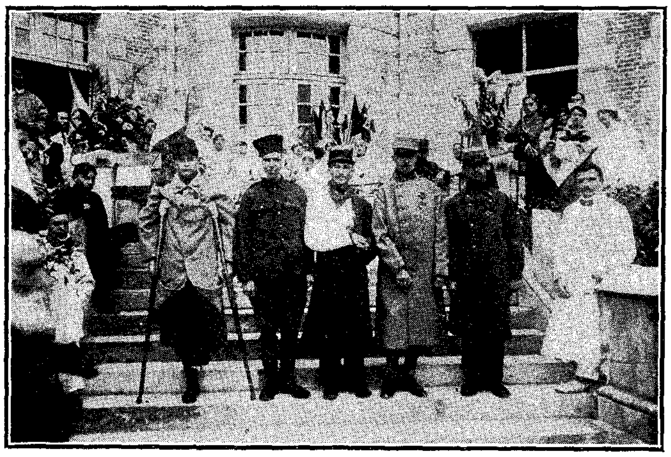

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in the carbureter. As soon as I can get a machine that will carry enough gasoline I am going to make the flight from Chicago to New York without stopping.

Anyhow, I feel pretty proud about it. I don't know just how far I flew and only generally how fast I went. I just started and flew until I had to stop to get more gasoline. I know I flew further than Carlstrom did.

This flight, she explains, was strictly a personal project, all expenses being paid by Miss Law, and done for her own satisfaction and in her own interests. She had done a little flying before, but all short trips, yet she was certain that it would be just as easy a matter to cross half the continent if she wished. She continues:

So I decided to try the flight from Chicago. Accordingly, it was arranged that the affair should be under the auspices of the Aero Club of America, so that whatever I did might be a matter of record. Before I took my little army-scout 'plane to Chicago I had tried to get a bigger machine, but Mr. Curtiss was so busy making aeroplanes for the war that he couldn't get one ready for me. I then decided that my little one would have to do. It is a baby machine, with a wing spread of twenty-eight feet, has a 100-horse-power motor that will develop 110 horse-power, and is a "pusher," that is, the propeller is behind the driver, who sits out unprotected. The tank carried only sixteen gallons of gasoline, and so I had another tank fitted in that brought the fuel capacity up to fifty-three gallons; that was half enough for the flight of about 900 miles from Chicago to New York. Even that crowded the little 'plane so that all the extra clothing I could take along was one skirt. How that skirt proved to be most convenient I will explain later.

I was up Sunday morning before five o'clock, Central time. I ate a light breakfast, and then put on my flying-suit—or suits, to be exact. First, there was a woolen suit, then another woolen suit, then a leather flying suit, and over all a second leather suit. I wore a helmet of leather and wool, with a face mask of wool and goggles. Then I went to Grant Park, on the shore of Lake Michigan, with my manager. We got there about six o'clock. The machine was pulled out, water and gasoline were put in, and we tried to start the engine, for I had planned to leave at 6.30 o'clock, Central time. But it was so cold we couldn't get the engine to run. The temperature was freezing, and the air and gasoline wouldn't mix together in the carbureter. To make this part of the story short, it was 7.20 before we got the engine running. Mr. Stevens, a representative of the Aero Club, was with us all the time.

I took off the skirt I had been wearing over my flying suit, stored it behind the seat, got in, gave the word, and was off, at 7.25. The dozen people in Grant Park cheered me as I started, flying low, south, over Chicago. I skimmed over the city, flying about 200 feet up, for about twenty-six miles, and then turned toward Cleveland, going up to 3,000, 4,000, and then 5,000 feet. I had with me a barograph, an aneroid, a compass, and a clock, as well as my speedometer. I had left the lights behind, because I thought they would be in the way. I didn't keep close track of the time, but noticed that I was making

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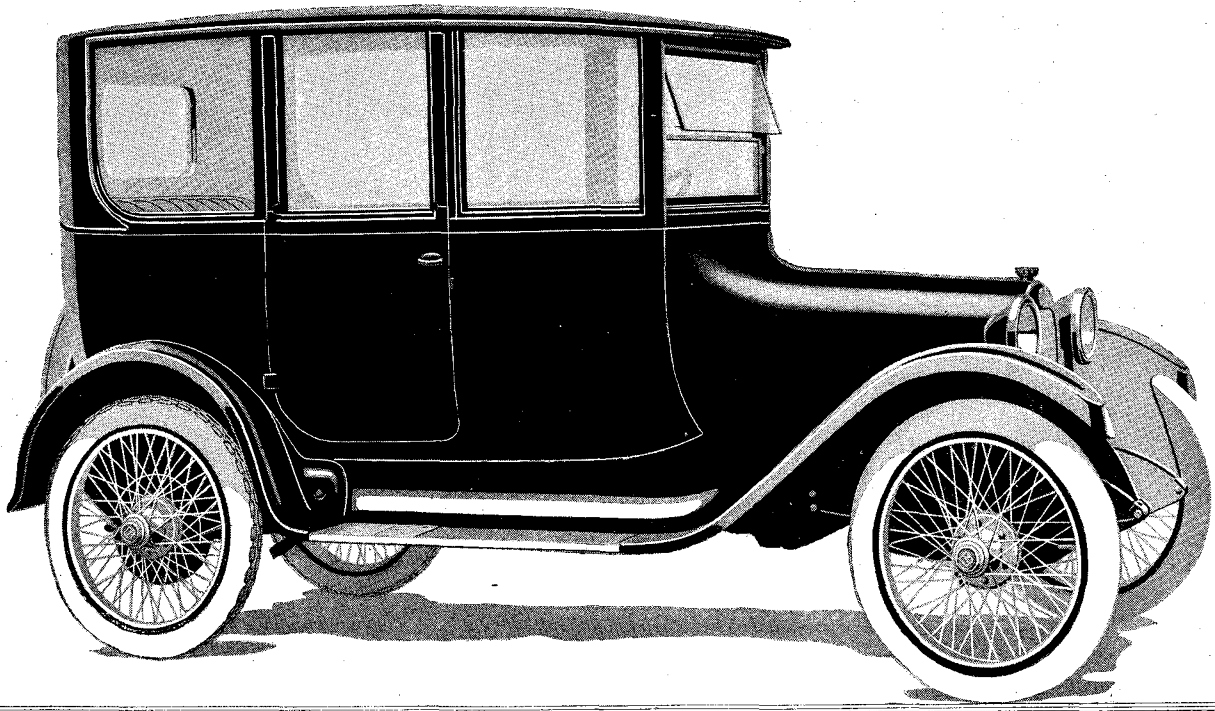

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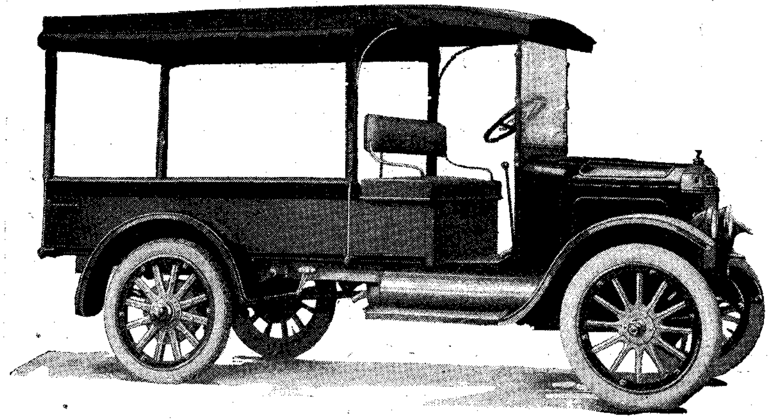

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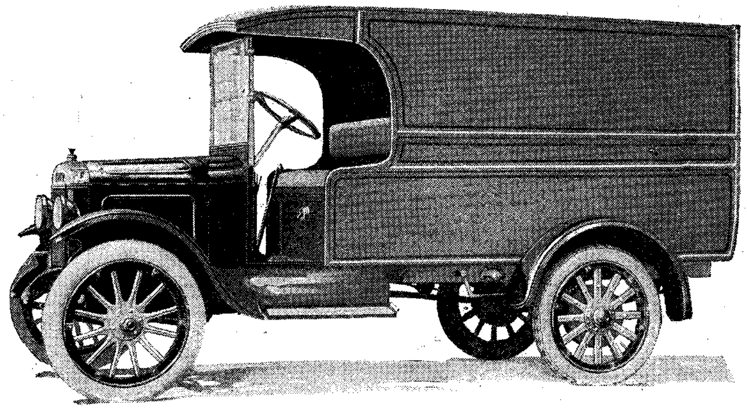
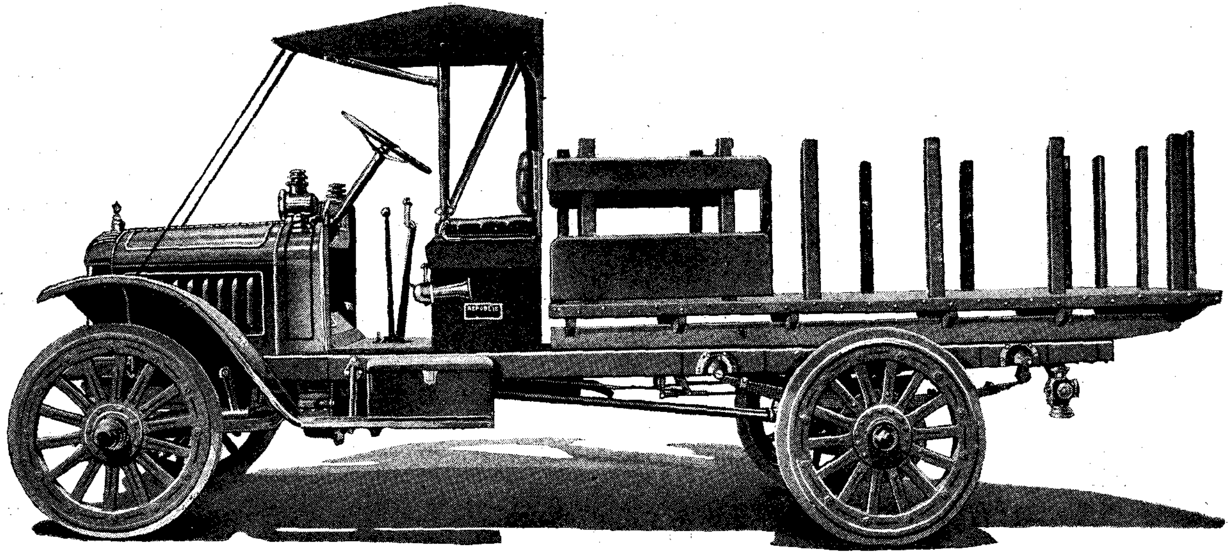
Republic Dispatch with beautifully enameled panel top body, and the same complete equipment, $775. A truck that adds distinction to your business.



Two New Middleweights —Now Five Republic Sizes



Republic Model **10** with express or stake body and bow top included—**$1095**

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REPUBLICS

Maximum Service
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TWO more new Republic models meet the needs of the great middle field of service — the "Middleweight Republics."

These are Model 10, illustrated above, and Model 11, one and one-half ton at $1275.

Both these new models have the invincible Republic truck construction throughout — the extra capacity for any loads that will ever be put on them.

They have the Republic Internal Gear Drive—long stroke truck motors—oversized axles and bearings —material and workmanship not duplicated in their price class and not surpassed in trucks at any price.

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Write for catalog of models in which you are interested.

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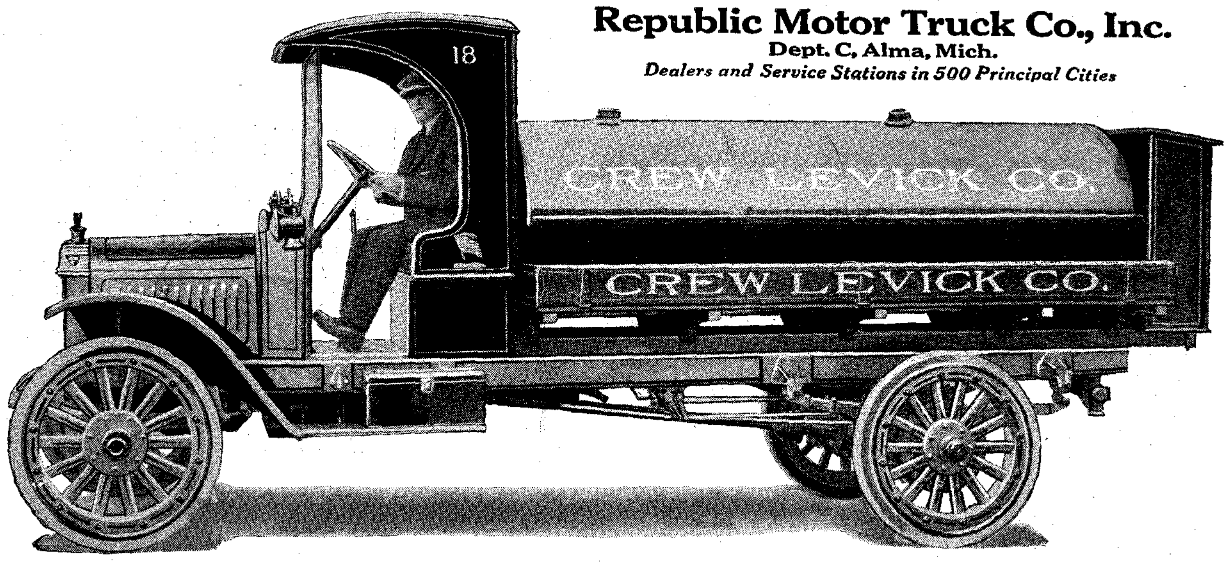
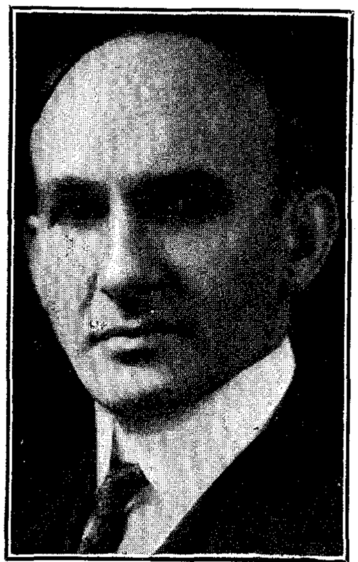


AD-MAN DAVISON



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Old Dominion Trust Co., Richmond, Va.
System Magazine, Chicago
International Stock Food Co., Minneapolis
The Mobile Register, Mobile, Ala.
American Writing Paper Co., Holyoke, Mass.
Second National Bank, Toledo
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Austin, Nichols & Co., Brooklyn
J. Wright Sutcliffe, Johannesburg, S. Africa.
Harrison Printing Co., Toowoomba, Australia
Percie Johnson Co., St.John's, Newfoundland
Jones Motor Car Co.,Wichita, Kas.
G. M. Davis Regulator Co., Chicago
Alexandria Lumber Co., Ltd., Alexandria, La.
Atlantic Radiator Co., Huntington, Pa.
General Emergency Service, New York
Good Manufacturing Co., New York
Southland Life Insurance Co., El Paso, Tex.
The Ohio Pure Food Co., Columbus, Ohio
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The Highest Paid Letter Writer in the World

OFFERS YOU 200 LETTERS THAT GOT THE BUSINESS

—the sales, the orders, the remittances, the inquiries, the "leads," the prospects! *That's what you want!* Ad-Man Davison's 200 Master Business Letters are full of New Ideas, Arguments, Methods, Plans YOU can use *right away.*

Each letter is a masterpiece of persuasion. Each a vital lesson in selling by mail, written by the man Elbert Hubbard called "the scribe supreme of advertisingdom."

Ad-Man Davison writes letters, circulars, booklets and mailing campaigns for concerns all over the world.

A study of this portfolio will revolutionize your methods of letter writing. Then each letter you dictate will *go out and get the business.* It will do this because it commands attention. It compels action. It cuts out preliminaries. It gets down to brass tacks. *It cleaves to the core.* It talks plain American! It looks your prospect in the eye. Takes him by the hand. Says things right to his face. It's human, warm, winning. It has subtle spark that *strikes home!*

Up-and-doing men everywhere are buying these Letters *you* should buy today. Wholesalers, manufacturers, bankers, lawyers, editors, writers, correspondents. All are finding here the new inspiration, new angles, hints, suggestions *you* have long looked for.

This great collection is loaded with selling kick. High-voltage ideas you'll joyfully welcome. Dynamic methods that will help you *put it over.*

The *200 Master Business Letters* are printed in elite typewriter facsimile, on grey bond, indexed, numbered, packed in heavy board container, unbound, in loose form convenient to handle singly in copying, and adaptable to any binder. Expressed in securely protected package on receipt of price, $10.

Many meritorious works *are* sold for *less.* But also *bargain brains*, dear at any price. They're *speculation.* The Davison letters are an *investment.* Don't miss them. They hold *Bankable Ideas for you.* Paying but $10 for the 200, you get a "fortune for a farthing." You "hire" for a song the world's greatest letter writer. *It's money you'll get back quickly.* The best little buy of your business career!

You want ideas that *bring the business right in!* Stuff that makes up the other fellows' mind—*that lands you a deluge of orders, a rain of remittances.*

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FOUR FREE FEATURES IF YOU BUY TODAY

FIRST: A Supplemental Collection of Mr. Davison's Special Mail Order Letters on Investment, Medical and other subjects, will be included at no extra charge.

SECOND: A valuable brochure called "The One Great Secret of a Successful Letter," containing a big idea you'll put to work the day you get it!

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HANSEN GLOVES

The Gift With the Personal Touch

THERE is a sort of *intimacy* about a pair of gloves that carries an appeal at once practical and sentimental. And there is special individual value in the gift of a Hansen—the glove of *specialized, individual* service. Send one pair or an assortment. For motorists there's the *"Semi-Soft" Gauntlet* with "roll-up" feature. All other auto styles—lined or unlined.

For driving and ordinary wear, the *Dan Patch;* for semi-dress, the *Hansenbilt Washable* in all the new shades of "cape" leather with its beautiful luster. Wash them in plain soap and water.

Free Book shows styles for women as well as men. See the *Auto Utility Gauntlet* for tinkering about the car or garden. Send a *"Stay-Soft" Gauntmitt* to that child you love. Why not make this a "Glove Christmas" all round? If your dealer is not supplied, write us. In any case we are glad to send the book.

O. C. Hansen
Manufacturing
Company
101Q Detroit St.
Milwaukee, Wis.

about 100 miles an hour consistently a short time after leaving Chicago. When I started there was a southwest wind of about twenty-six miles an hour, but this soon died out, and there was almost no wind.

When she passed over Cleveland, she was about 6,000 feet in the air, with all going well. She could not see whether any one was watching her or not, but she reflected that it was probably unknown to the majority of the population, as the trip had been but little advertised. Later on, according to Miss Law:

> A slight shift in the course and I was headed for Erie, which I passed at an elevation of 3,000 feet. When I passed Erie I thought of Carlstrom and the loosened gasoline pipe that forced him to stop. To guard against just such a mishap I had equipped my machine with ordinary rubber gas-pipe which couldn't jar loose if it tried. When I steered due east from Erie to Olean, I knew I had beaten Carlstrom's record.
>
> When I passed over Olean I began to remember that it was time for luncheon, and I didn't have a thing to eat. I hadn't brought anything, because I didn't have room in the machine. But I comforted myself with the thought that I would get something to eat at Hornell, where I had planned to stop for gasoline.
>
> It was in landing at Hornell and leaving that I had the two close shaves of the trip. I had calculated that the fifty-three gallons of gasoline I had when I left Chicago would just carry me to Hornell. But I had counted some on a wind which wasn't there to help me. Ten miles from Hornell I saw that my gasoline was almost gone; it gave out absolutely two miles from Hornell, and I glided for the two miles onto the race-track just outside the city. It seemed that every one in Hornell was there to welcome me, and the race-track was so crowded that I almost struck some people in landing. The heavy clothing I wore had made it hard to move my arms, and it was a job to handle the steering gear at a time when it had to be handled right.
>
> After I had landed—I think it was just 2:10, Eastern time—I gave instructions for putting fifty-three gallons more of gasoline into the tanks, got into an automobile, and went down-town, where I got a cup of coffee and some scrambled eggs.
>
> It was in leaving Hornell that I came as near being wrecked as I ever want to be. Blocking the path to the east was a hill 600 feet high, on top of which there were tall trees. Just after three o'clock I left the race-track and started over that hill. I went up as steeply as I could, but it looked as if I was headed straight to a collision with the trees. Just before I got to them, the machine responded bravely and I got over those trees; how closely I came to not getting over them being shown by the fact that I practically flew through their tops with branches striking the bottom of the aeroplane.
>
> Soon after I left Hornell, I saw that I was not going to reach New York Sunday. It was getting dusk. I was almost tempted to go ahead in the dark to Governors Island, but I had not any lights to enable me to see the instruments that told where I was going and how. The realization that I would have to stop came as a disappointment, but I comforted myself with the assurance that it was not my fault, but

the fault of the cold weather in Chicago. That was something I had had to contend with that had not bothered Carlstrom at all, for it was much warmer when he made his flight.

When I saw that I had to stop, I decided it would be at Binghamton. I slowed down before I reached there, and after nosing around saw a race-track and there I alighted about 4.20 o'clock. The first person to greet me was Mr. Davis, Chairman of the Glad-Hand Committee. He had been driving by in his automobile and stopt when he saw me. I let the water out of my machine, ran it alongside a tree, tied it to the tree, got a big fat Binghamton policeman to watch it all night, put on my skirt over my flying suit, got into Mr. Davis's automobile, and went to a hotel, and am going to eat a great big meal when I get through with this.

I feel a little cramped and tired, but, aside from that, I'm all right. I am happy because I feel I made a good job of it.

After a night's rest in Binghamton, the little flyer climbed back into the seat of the machine and started off on the final section of the trip. She reached New York two hours later. In the New York *Sun* we read a few details of the last leg of the flight. Miss Law is quoted as explaining:

> I did not fill my tanks in Binghamton. I thought I had enough gasoline, but when I was over the North River, opposite lower Manhattan, the motor began to skip. The tanks were nearly empty. I was up about 2,000 feet, and saw that I had gliding angle enough to make the parade-ground, but no more. I had no engine trouble from the time I left Chicago. My only limitation has been lack of sufficient gas capacity. If I had been able to carry sufficient gasoline I would have made the entire trip in a single flight. That is entirely possible, and I will do it yet.
>
> If Mr. Mitchell, the weather man in Chicago, had given me the fifty-six-mile wind he promised I would have been in New York Sunday night, and I might have been able to get through without stopping for gasoline. I had a sixty-mile gale when I started from Chicago, but it did not last long, and then when I had to leave the Great Lakes and change my course a little it became a cross wind, so that it took still more gasoline. With a wind from behind this little machine will go faster than Carlstrom's big one, because it is so much lighter and hasn't the resistance that his has.
>
> This morning I had to fly low, barely skimming the tops of the hills, on account of the haze. I was never higher than 2,000 feet and most of the time I was less than 1,000. I followed the river from Binghamton to Port Jervis and then I flew by compass, coming out over the Hudson just above Fort Lee. It is comparatively easy to see water from the air even when there is a fog, and that is why I stuck to the rivers where I could. The only towns I picked out from my map this morning were Port Jervis, Suffern, and Ridgewood.

The account adds, in appreciation of her ability as a flyer:

> Miss Law tried to buy a big cross-country machine such as Carlstrom used, but Mr. Curtiss was afraid to sell it to her for fear that she would be killed. He thought it was too powerful for her. But when he heard Sunday night of her record

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Practical gifts for every member of the family will be found among the various styles of UNIVERSAL Cutlery. For the men-folks there are Pocket Knives of every size and shape, with every good sort of handles; Razors; Beef, Game and Steak Carvers; etc.

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A wonderful household convenience adaptable for many different uses.
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No danger of that dreadful accident if your medicine chest contains the new household antiseptic which destroys the most malignant germs but is harmless to human beings. It is

APINOL

an ideal first-aid

It is as strong as useable solutions of bichloride and of carbolic acid. But it is safe as a family remedy.

Quickly heals burns, cuts, bruises, boils and all kinds of wounds. Used as a surgical dressing in many hospitals. Ask your doctor.

Harmless Pleasant Healing

Write for the First-Aid Chart to hang in your medicine chest. It is free. It will tell you what to do in an emergency.

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WHITE CHEMICAL CO.
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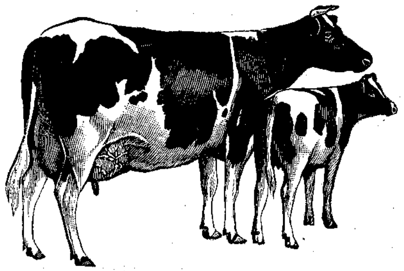
Misguided Efforts of Public Health Boards

State Boards of Health and other public officials have long labored in darkness with regard to the proper milk standards to be adopted for the protection of the public health. **Their standards, in most cases, are established in direct contradiction to the actual truth,** as to the relative food values of butterfat content and solids in milk, which truths have long been established by the most eminent physicians and food chemists. Exhaustive, impartial experiments have proven that the proteins, the flesh, strength and muscle building qualities of milk, are as desirable as the fats. Holstein cows' milk, possessing the great and indispensable food value "Proteins" in superior quantity, but being low in fat percentage, is often discriminated against by ill advised laws and by people who do not know facts, and yet experts assert that it is the milk best fitted for mankind. Ask your milkman for Holstein cows' milk. If he fails to provide it, send us his name and we will try to aid you. Send for our free booklet, "The Story of Holstein Milk."



Holstein-Friesian Association of America
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from the country where they grow the best pork and know how to make tempting dishes.
All our goods are prepared on the farm. Let us ship you a trial order from the following list of products, all of which are endorsed by Dr. Wiley's Institute of Research:
Sausage Made from tender milk-and-acorn-fed young porkers, home-grown roots and herbs. Packed in link or tray form in 5, 10, 20 and 50-lb. boxes. Send 60 cents for 2-lb. trial package.
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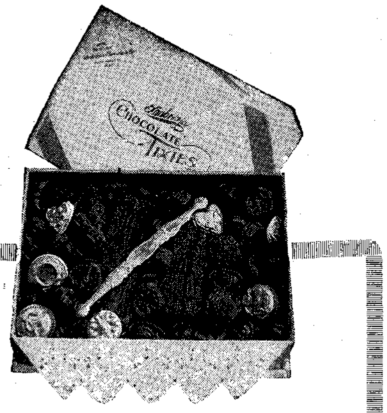

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So exceptionally different—so delightfully delicious that they furnish a never forgotten treat to all chocolate lovers. Made of the purest, richest, most wholesome chocolate with select almond and filbert centers. No cream filling.

Give them for Christmas

Ambrosia Chocolate Tixies give a new meaning to Christmas sweets—an out-of-the-ordinary holiday gift that is hailed with delight. Send $3.00 for three full pounds (sold in three pound boxes only) prepaid and insured to you. For two boxes or more at one time deduct 25 cts. per box. Money back if not satisfied.

AMBROSIA CHOCOLATE CO.
331-5 Fifth St., Milwaukee, Wis.

Dealers write for special dozen quantity offer on Ambrosia Chocolate Specialties.

flight to Hornell from Chicago he called the Aero Club of America on the long-distance telephone and said that she could have the new machine any time she wanted it. And she will very likely want it, for now she is going to try to break her own record by making a non-stop flight from Chicago to Governors Island.

Carlstrom, whose non-stop record was bettered by Miss Law, had the best equipment that money and science could produce and the backing of the entire Curtiss organization. His plane would carry 152 gallons more fuel than the machine Miss Law flew. He trained for weeks and waited day after day for favorable winds before making a start. Miss Law, who never had flown twenty-five miles in a single flight before, just had some new gas-tanks put on her aeroplane, notified the Aero Club to make the flight official, and started.

Miss Law was thoroughly chilled when she arrived, but seemed to be in the pink of condition, resourceful and not disposed to take herself seriously. She is slight, fair-haired, and weighs less than 100 pounds. She was openly pleased at the reception the Army officers and Aero Club officials gave her, but she was a little bashful at first and looked as tho she was wondering just why they were all there.

Altho this woman has been flying since 1912—she is only twenty-nine—she has had an up-hill fight without financial backing, risking her life in machines that were none too good, and she seemed hardly to realize that she had at last attained the goal—popularity, publicity, and the official recognition of the Aero Club that she is the peer of any male flier in America. Miss Law has always been in competition with men, flying in machines that were inferior to theirs, and this time she won out.

INTERVIEWING AN INTERNED RAIDER

THERE was once a woman reporter on the Philadelphia *Ledger*, named Marie Kesner. Being told to get, if she could, a story from the commander of the German raider, *Prinz Eitel*, which was interned at League Island, she listened quietly, nodded curtly—and went after the story. All this in spite of the fact that everybody in Philadelphia had told her that it was impossible as a newspaper writer, or any one else, to get inside the German line at the internment camp. But she recalled some past connections she had had at Berlin, and, believing that she would be able to turn some of her affiliations to good account, she set out for the camp. Her hopes, she says, were realized, and in a recent number of the Philadelphia paper she gives a vivid report of what she learned in the interview she succeeded in getting. First she tells us of her entrance into the camp:

> I floated over the boundary line and into the midst of a flock of rosy-cheeked German sailor-boys, standing about, arms folded, inscrutable, sphinxlike, and smoking. I hailed them gaily in German as I sped by to the ship. Wonderful it looked, too, with its many flags and pennants

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Direct from the Woods

Send 15c for two-ounce samples east of the Mississippi and 20c west.
JUSTAMERE FARM, MIDDLETOWN SPRINGS, VT.

Parsons NUT BOWL
$3

All Will Like This Christmas Gift

FATHER, mother, wife, husband, relatives or friends—*all* will be delighted with a PARSONS Nut Bowl.

Place the largest or smallest nut on metal anvil (firmly set in center) strike with hammer in the good old-fashioned way and out come the toothsome "meats." Shells drop into generously deep bowl, of solid mahogany, walnut or other hardwood. Bowls finished in natural, mahogany, ebony or mission brown to harmonize with any home surroundings. Metal hammer and anvil in silver, nickel or brushed copper. Five styles at $3—others up to $7. If your dealer hasn't them in stock yet, write us.

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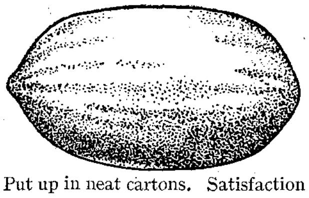
Royal Black Fruit Cake

Here's a rare delicacy fit for a king. Royal Black Fruit Cake—made of finest imported nuts, fruits, etc., baked by experts into a black, velvety texture wonderfully rich and toothsome. Endorsed by famous cooks and guaranteed to delight you. 2-lb. carton postpaid for $1.60.
Royal Black Plum Pudding Royal Black Plum Pudding made in the old English way. In 1, 2 and 3-lb. sizes, 50c per lb. postpaid.
HOENSHEL & EMERY, Dept. C, Lincoln, Neb.

TEXAS PECANS, Direct from Native Home



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Put up in neat cartons. Satisfaction guaranteed.
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Allen's Scrapple

Famed as the choicest product of the region where they know how to make scrapple. Made from an old recipe. Grain-fed pork with the proper amount of seasoning. Our scrapple is made under ideal conditions, as regards cleanliness of methods and surroundings. None but the purest ingredients are used. Sold only in parchment packages that keep it absolutely clean from our plant to your kitchen. Economical, no waste. 6 lbs. for $1.00, by mail, postpaid within 600 miles. An additional charge for greater distances.
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COUGHING, Tickling in Throat, and Hoarseness Relieved by

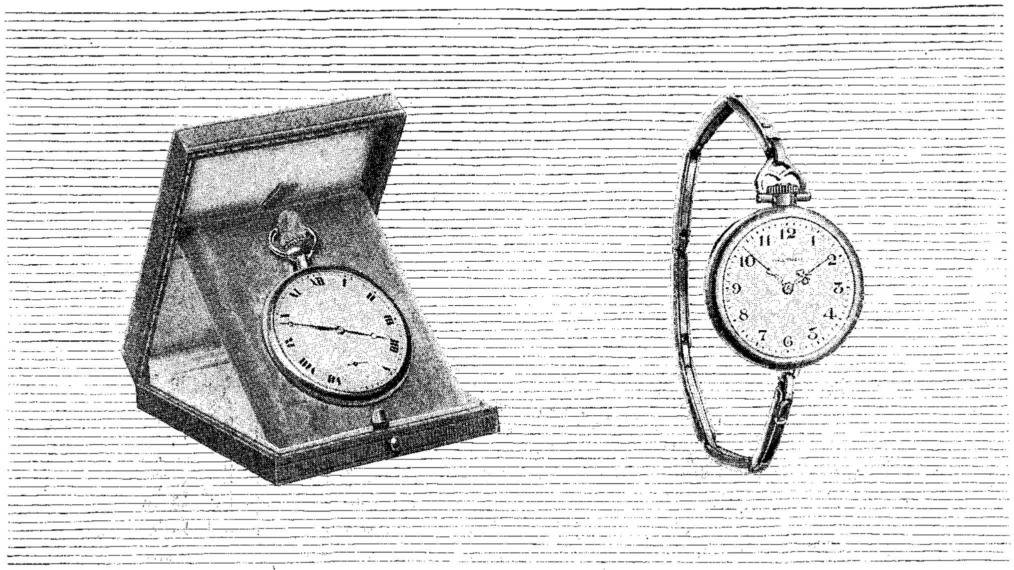
BROWN'S BRONCHIAL TROCHES

BROWN'S BRONCHIAL TROCHES
NEW 10c BOX FITS THE POCKET
Regular Sizes 25c. 50c. $1. At Druggists.
JOHN I. BROWN & SON, Boston, Mass.

Danda Leather Key Case
WITH NAME STAMPED IN GOLD

Black Sheepskin 25c	Genuine Pigskin 50c
With Pocket for Pen Knife 40c	With Pocket for Pen Knife 65c

Saves clothes and handbag from wear, keeps keys from rusting and tangling, and is neat case to carry. Complete with key ring.
Our FREE Catalog Solves Your Gift Problems. Write for It.
DANDA L D. MFG. CO., 141 Fulton St., New York



Take the world's word for it!

When you buy a watch you need not be perplexed as to "which is the best." Take the world's word for it! The world is old and the world is wise. From your grandfather's time to this, the world has purchased and used so many Walthams that today at Waltham stands the largest and most famous watch factory in all the world. You cannot buy *such* a guarantee of excellence in any other watch, European or American.

Waltham "*Maximus*" Watches

Waltham's proud traditions find richest expression in the "Maximus" watches—kingly timepieces that hold the Truth in awe and mark the passing of time with a regularity to bring envy to the very stars. The "Maximus" watches are made in differing models, shapes, and sizes for gentlemen and ladies. The gift of such a super-watch is the final mark of a high regard. The ownership of such a watch is to live with Truth itself!

Whether your choice is a "Maximus" or any one of the infinite variety of Walthams, you have the world's word for it that your watch is "the best of its kind."

There can be no substitute for the best.

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Three steps with "Packer's"

The present refreshment

comes to the scalp—a delightful sensation of health and cleanliness—immediately after a shampoo with Packer's.

That becoming, well-kept look

comes to the hair in the shape of attractive natural lights brought out; softness, and a generally well-groomed appearance.

The later benefits

grow with time—toward the improved health of the scalp itself—the foundation of better-growing hair. Send 10c for sample cake.

WRITE for our Manual, "The Hair and Scalp—Modern Care and Treatment," 36 pages of practical information. Sent free on request.

PACKER'S TAR SOAP

"Pure as the Pines"

Packer's Liquid Tar Soap cleanses the hair and scalp delightfully. Delicately perfumed. Liberal sample bottle 10c.

THE PACKER MFG. CO.
Dept. 84 A, 81 Fulton Street, New York

> flying in the breeze. I waved my pass at the guard, who halted me as I got up to the deck. He turned me over to an officer, who, after a kindly welcome, turned me over to a good-looking young under-officer, by name Hermann Brinkmann. Hermann was adorable in his attempts to speak English to me till I assured him that he could speak his native tongue without any qualms, as I spoke German myself. Then he seemed to expand. Showed me all over the boat, ushered me proudly into the officers' dining-quarters and pointed out particularly the elaborate electric-lighted chandelier over the table, with its forty-two electric bulbs, in honor of their *Kommander's* forty-second birthday. They had held high festival for this occasion and chosen this manner of decoration.
>
> Hermann told me how bored the men were to be locked up in this way instead of being actively engaged and helping their country. He envied the men at home who were in the thick of things. He heard from his people frequently. He had a brother fighting in western France, whose shoes he would like to be in, for he was given leave of absence fairly frequently and saw his family and sweetheart. "I would give anything to be able to be at home for eight days—no one minds fighting after that! But this life of inaction is terrible. We did sink fifteen ships before we were interned; that was glorious, but now——"

He broke off to take the visitor into his cabin and show some of the photographs he had collected during his enforced stay in America. Some of them came from the German village which the sailors built at Norfolk, some of them were given by comely Virginian girls. They were all full of German cheer, snap shots of the sailors, young men bending over their pets, smiling youths arm-linked with village damsels, or groups of the interned "posed" together in a veritable tangle of arms and legs from which peeped the broadest of Teutonic grins. Miss Kesner continues:

> We were in the midst of a lively discussion on German girls when we were summoned above. Herr Kommander Thierischen was at my disposal.
>
> The *Herr Kommander* was most gallant in his reception. He bowed low, as only a Continental man knows how to do, and made me feel as tho I were very welcome, despite the fact that he didn't know me from a hole in the wall. "Well, young lady, and what can I do for you?" he asked successfully in English, but obviously with an effort.
>
> "*Herr Kapitan,*" I laughed back at him, gleeful at actually being face to face with the person who had up to now so ruthlessly forbidden himself to the American press, "I am a terrible newspaper woman, and I want you to talk to me."
>
> "What!" said he, in astonishment, "you on a newspaper? One of those terrible reporters who bother the life out of me? I don't want to be interviewed, nor to have any pictures of myself in these American papers. All these men from the press have cameras concealed about them. I don't trust any of them, and will not see them."
>
> "Oh, you are so very much mistaken in me," I said reassuringly. "I assure

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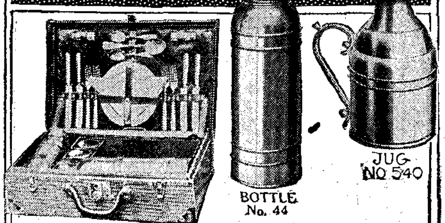

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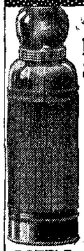

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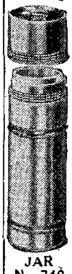

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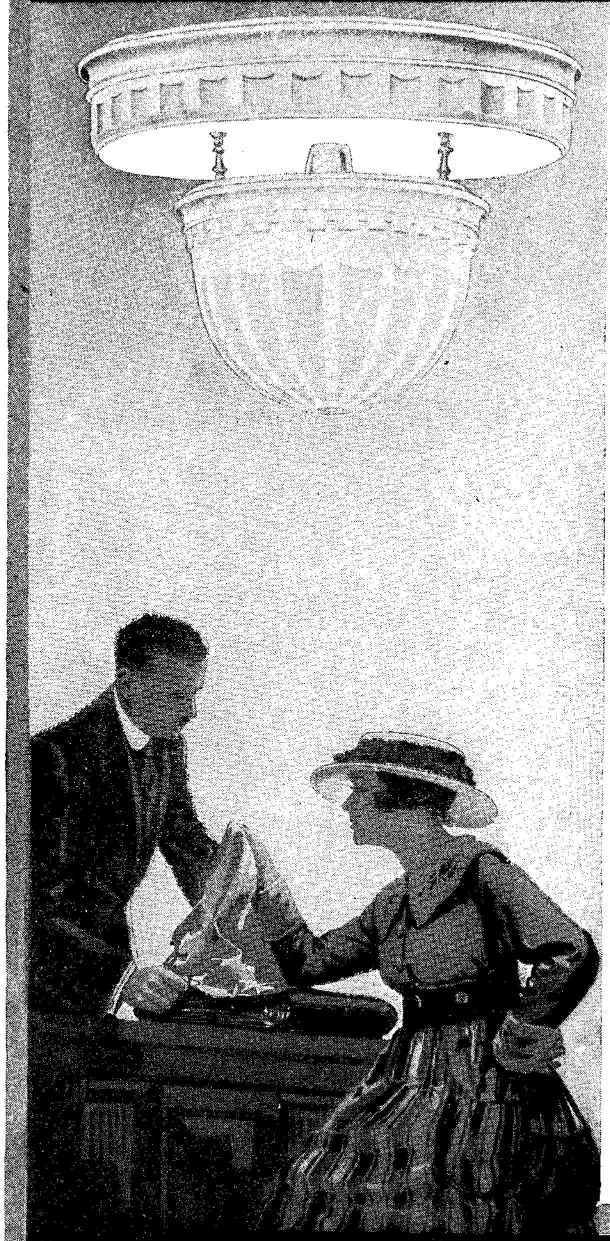

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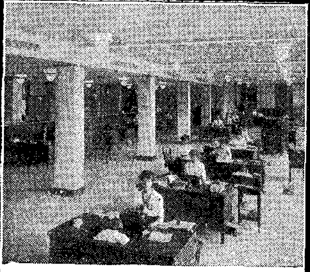

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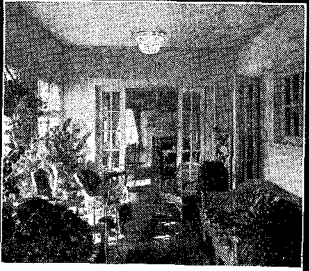

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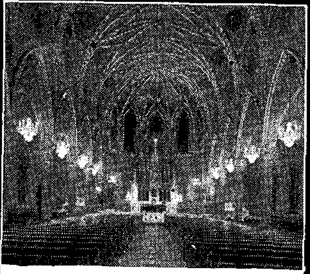

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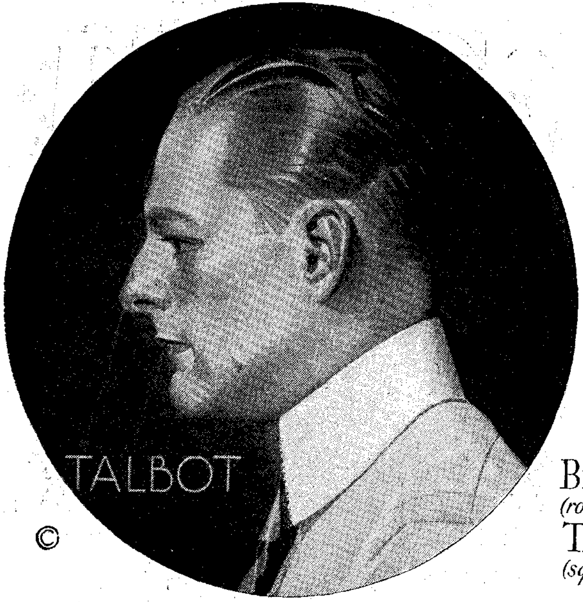

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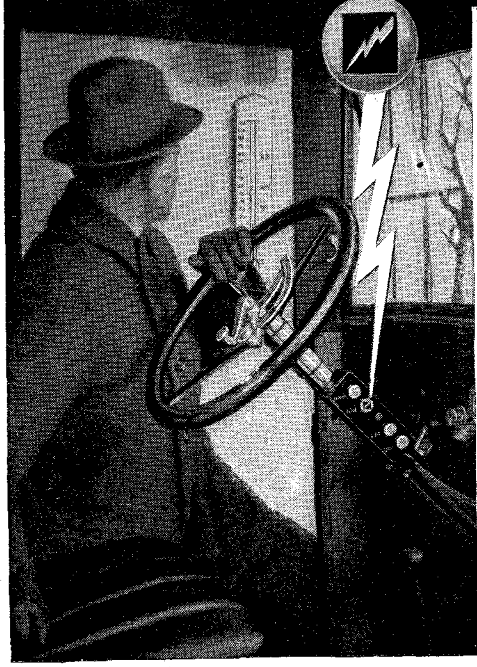

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you, *Herr Kapitan*, that I am not terrible, nor have I any camera about me." Here I unbuttoned my jacket to prove my words, it being the only place that I could possibly have had one hidden about me.

"And now, maybe the gentle *Fräulein* will honor me by drinking a cocktail with me? Did I see you shudder? Ah, you have the same opinion of all the Americans, that we Germans can't make cocktails, or any mixed drinks, as you call them. There you are mistaken. We enjoy the national drink of America as much as you, even tho we still hold firmly to our beloved beer! Come, *Fräulein*, be gay and friendly, and drink with me. I will call my man; he mixes them *aber fein*. We call the drink '*Hahnschmanz*' in Germany. Therein lies the only difference, I can assure you."

Well, thinks I, politeness first, this time! I thought of certain dark-brown, dismal failures that had been handed out as cocktails over in the Fatherland. But, after all, it was up to me to drink.

Fritz, the smiling, was summoned, directed—"Specially good ones for my American guest," warned the *Kommander*.

Ten, 10:30—half an hour went by. No Fritz; no drinks. Meanwhile, we discust Hallowe'en, and I explained to him what it was, and why. This word and holiday had been bewildering the captain. At last, with a rush, came the cocktails. Growls of rage from the master at their tardiness; blushes from Fritz. Then we smiled happily and down went the same old interpretation—in the same old way. Ah, me—the olive was delicious! My *Kommander* was more genial than before, and I bravely praised his vermouth to the skies. What else could a poor girl do? National honor on that score being satisfied, we resumed our earnest conversation.

The officer refused to discuss the burning question of the moment—whether the *U*-boat warfare was going to be recommenced, but turned to relate how bored he was at the inactivity of internment. He remarked how it irritated him to feel that he must sit here helpless when his countrymen were fighting for their Fatherland. His indignation got the better of his faculties of expression, for he suddenly jumped up, and, according to the account:

"You ask me," he growled bitterly, "if I am not happy to be safe. What a question to ask a man like myself! I could only be happy fighting for my country; I was happy when I was doing so. It was a proud moment. Now, look at my existence. Here is my outlook. This room, this deck, my daily confine. I feel wild sometimes when I am pacing it. Yes," he assured me, "I get into terrible tempers, and then do you know what I do?" (Here he picked up a small rubber ball.) "I take this ball up and throw it violently on the floor." (He illustrated for me.) "It helps some. You must get to the point that I am at to be able to understand it.

"Our ship was in China when the war broke out; we had been cruising around South America, too. It was thrilling. I sank fifteen ships—fifteen, *Fräulein*, and each time that I sank one I came into my cabin and was proud. Then I had reason to be proud of myself and crew. When I sank a passenger-boat I gave a warning to the crew before blowing them up. They were lowered in boats and picked up by us. Some were shipped to Germany, some to South America. When they were women and children I tried to land them where they could reach their homes. You remember the *William Frye*, that your press made so much fuss about because of my torpedoing it? Well, she carried 5,000 tons of flour for the Allies, a contraband cargo. Mind you, 5,000 tons! At that I took off first the American passengers and then as much of the flour as I wanted, and then sank her. We became friendly with the Americans; they were entertaining and seemed to understand us well. The commander of the *William Frye* and his wife are my good friends now. That table-cloth (pointing to a handsome one on his table) was embroidered for me by the fair lady's own hands. You see, she had lots of spare time on board, and employed it this way, and at the time when all the fuss was going on about us in the American newspapers!

"I can't tell you about the many other ships that we sank, just roughly. I used to tell all I knew, but not now any more. It was here in America that I learned not to tell so much. I am so afraid of being misquoted. That is why I have refused to see the newspaper men. You see, in Germany the papers are accurate. But here—one is accused of saying things that one never has dreamed of saying—or even thinking—very often. Yes, I remember another ship we sank. It was a post-ship, French, called the *Floride;* she had a wonderful cargo of potatoes—such potatoes!" (The *Herr Kommander* smacked his lips at the memory of them.) "We took off the potatoes—first; then the passengers, and torpedoed her. When it was a British ship and carried pigs, we rescued the pigs first—and then the English. The swine first, mind you, *Fräulein*. They were important!" (He laughed scornfully.)

Here my host asked me if I would not honor him by taking coffee with him. We had coffee and delicious home-made cake, and all the pretty attentions that go with such things. I looked over at my beaming *Kommander*—he is pleasing to look at, tall, well made, and has a smiling mouth and eyes, despite his rubber-ball tempers.

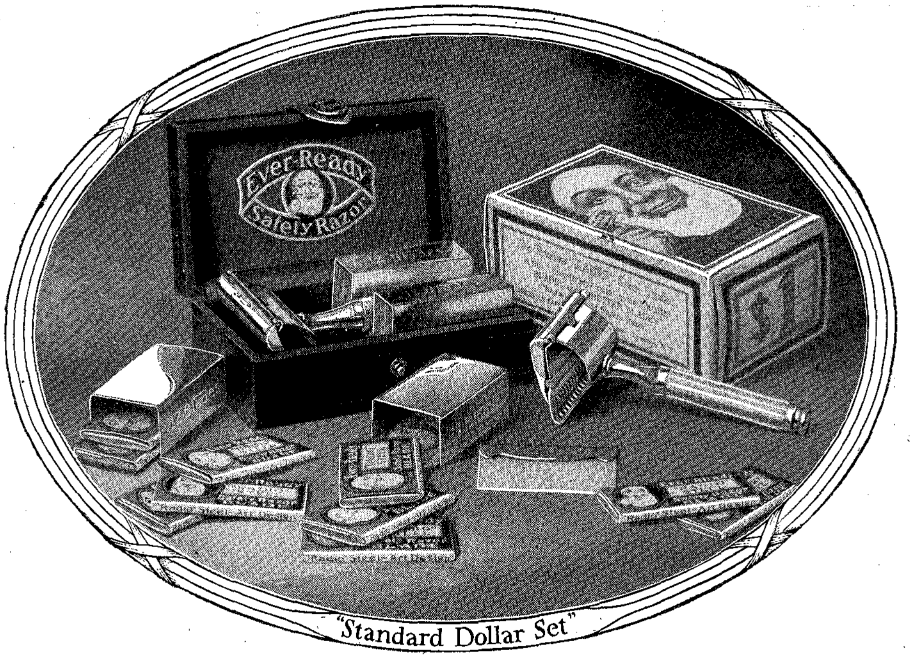
"Do you know, I would take a picture of you at this moment," I told him laughingly. "Am not a little bit afraid of you, and just think of all the brave men who have quaked at your voice and guns."

He put his head back and laughed hard.

"Tell me, *Fräulein*," he said confidentially, "is it true that smart women go to a shop on Fifth Avenue and buy silk stockings with lobsters painted on them—where they will show? A lady in New York told me this, and said it was the truth. Also that there were other stockings that had 'Good-night' worked on them. Do the women really do this? or was this friend of mine making what you call a 'fool' of me?"

Here I ha-ha-ha-ed merrily, and he finally joined in—and I explained that so far as I knew it was not true by any means.

And so the conversation turned upon that ever-present topic when foreigners are interviewed, what he thought of American women. Of course he approved of them all—all visitors do, or say they do, which is the same thing, in the ears of a



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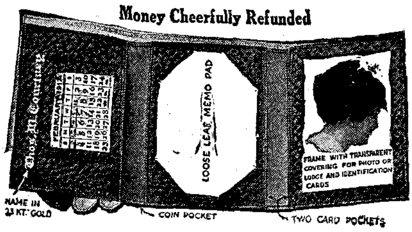

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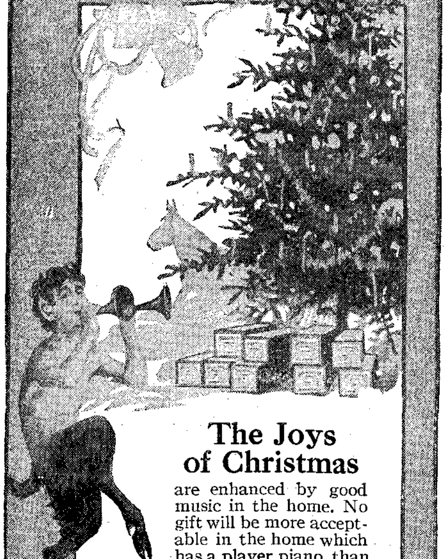

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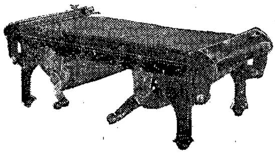

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reporter. He knew very little about the women of this country, but had heard many enthusiastic praises of them from his men. The account adds:

> He himself was not in the mood to look around just now, he intimated.
>
> Herr Thierischsen is a bachelor, and, therefore, attractive to many ladies, it seems. He told me of all the letters he had received from them here. "The funny thing," said he in a perplexed tone to me, "is that the second time they write they call me dearest and sign themselves 'Yours affectionately'; it is rather quick, don't you think? They send me presents and more presents. All those cushions"—he pointed to, by actual count, twenty-six—"are from ladies, and many more—so many, in fact, that I have had to give them away; I could not possibly use them myself. Don't you send me one, too, *Fräulein*—promise me that! And, for heaven's sake, don't knit me anything. I have been overrun with knitted things. It was sweet of these friends of mine to be so thoughtful, but a man like myself can not use many cushions. You see the size of my rooms."
>
> I next asked him how much longer he thought the war would last.
>
> "That no one can tell," he said; "I, interned as I am, least of all. It may be two years more, and yet again it may end suddenly—say in December. Just think of two years more of this life for me—and be sympathetic. I who should be busy sinking ships. Why, when we left China there wasn't a man on board who thought he would be alive in two weeks! No, I was not afraid. Death is the least of things. We are glad to die for our Fatherland."

THE MAN WHO EXPLORED MARS

ALL of the absorbing theories concerning the planet nearest us, its supposed inhabitants, and its canals, we owe to Dr. Lowell, the founder of the great observatory at Flagstaff, Ariz., who died recently. If it had not been for his lengthy and laborious investigations, even the little that we are inclined to believe about Mars would be quite unknown to us. Dr. Lowell did not discover the canals of Mars, nor did he first accept their existence as proof positive that rational life existed on the planet; that had been promulgated long before his time.

What he did do, however, was to spend his life seeking to prove that life did exist on that planet, and, as the Buffalo *Express* says:

> To this end he established the Lowell Observatory on the high Arizona plateau, where the clear air gave exceptional facilities for observation.
>
> For a time he was looked upon as an imaginative astronomer, and his right to be called a true scientist was disputed. But, as astronomer after astronomer visited his observatory, tested his superior eyesight, and saw for themselves what he pointed out, an increasing number began to argue on his side. It can not yet be said that the theory is scientifically proved and probably there always will be skeptics. But the belief that Mars is inhabited and

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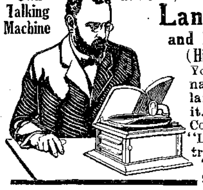

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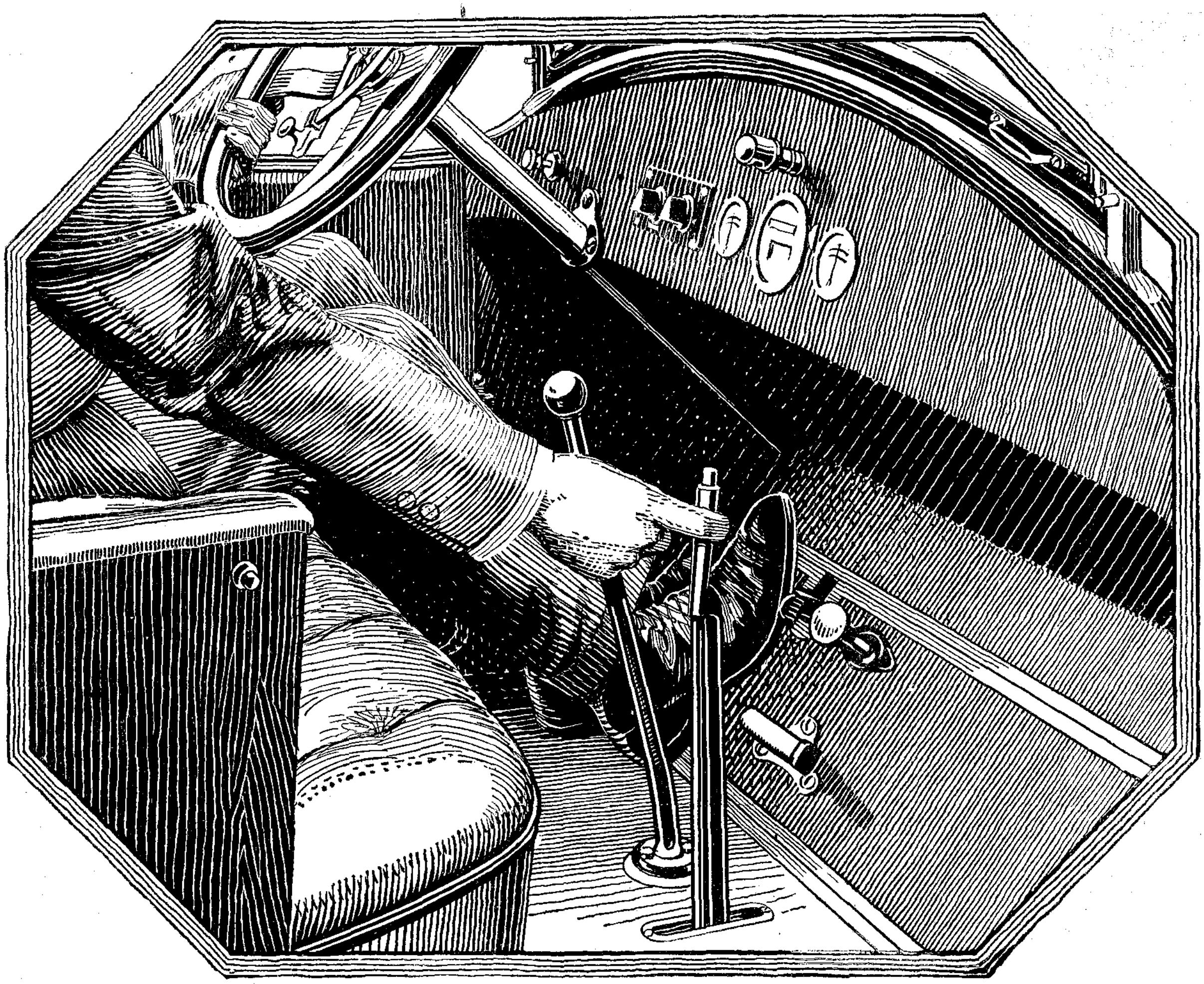

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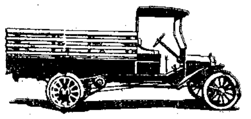

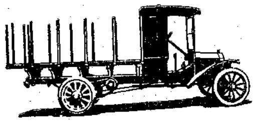

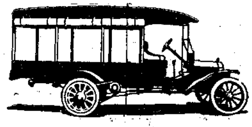

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that its "canals" are belts of vegetation growing beside artificial waterways has gained a degree of credit among scholars through the work of Dr. Percival Lowell that it never had before.

While it is true that his astronomical theories often scandalized staid old scientists, at the same time they attained a hold on the popular imagination which has never been loosened. Moreover, Dr. Lowell was never laughed at, a thing which is unusual in the experience of most iconoclasts. His theories, while for a long time not taken seriously by conservative thinkers, were seized on by many writers, among them no less an artist than Lafcadio Hearn, as bases for many tales and speculations.

Dr. Lowell, according to the public prints, came from one of the most famous families in America. President Abbott Lowell, of Harvard, is his brother, and Amy Lowell, leader of the *vers librists*, his sister. All the intellectual heritage of New England was his, and he saw fit to apply it to what had previously been a rather desiccated science. The New York *Sun*, commenting on the way he infused life into a generally non-popular subject, remarks:

> It is the thesis on Mars by which his career will be judged, his announcement of discoveries proving, to his satisfaction at least, that the red neighbor planet has inhabitants equal or superior in intelligence to terrestrials, who maintain existence on an aging and drying world by tapping the polar waters with a system of canals. The book that finally embodied his conclusions, under the sturdily affirmative title, "Mars, the Abode of Life," bids fair to obscure all his other writings. On the strength of this work Dr. Lowell among fellow scientists was at once acclaimed as "America's most eminent living astronomer," and castigated as a visionary. Condensed from his own condensation, the theory follows:
>
> At a final stage in the decrepitude of a planet, water and air, the essentials of organic life, disappear, water first. Mars is such a planet, at the stage where available water is limited to the polar ice. The lines conceded to be visible on Mars, lines frequently thousands of miles long, must be the product of design rather than of natural causes.
>
> Viewed in connection with atmospheric conditions and seasonal color changes, they "indicate irrigating canals carrying the melted polar snows all over the planet." The actual canals are too minute to be seen. What we see are broad strips of vegetation along each border stream. The presence of vegetation proves organic life. An irrigating system implies intelligent inhabitants.
>
> The cooperation, the community of interest, suggested by such a system persuaded Dr. Lowell that Martian society must have progressed beyond factions and wars, and consequently must be on a higher plan than terrestrial society.
>
> His announcements took an enormous hold on popular imagination. They did more to popularize the study of astronomy than all the college courses could have

done in a hundred years. Certainly he was America's most widely known astronomer. In scientific circles Flagstaff was a storm-center of peculiarly heated debate.

For years the great objection of opponents of the theory was the lack of definite proof that water exists on Mars. In 1904, Dr. Lowell announced the detection of water vapor by spectrum analysis. It was retorted that the vapor might be in the earth's atmosphere or the sun's, and that a climate teeming with water vapor would argue no need of canals.

This objection, like every other, Dr. Lowell undertook to refute in great detail. His last years were taken up with defensive utterances. Occasionally he could demolish an incautious opponent outright, as when he showed that the thin Arizona atmosphere gave his telescope a superior space penetration, offsetting the larger glasses of the Yerkes and Lick observatories.

Nowhere for himself, but everywhere for the Martians and their water-works, did Dr. Lowell openly bid for a blazing recognition. The crude thing "egotism" commonly means does not exist in his writings. One book he dedicates to Schiaparelli, "the planetary Columbus of a New World," whose priority in the canal hypothesis he fully acknowledged. But there can be no doubt that to his mind if Schiaparelli was Columbus he himself was at least Cabot.

And altho no abuse upset his urbanity in rejoinder, it is plain that he feelingly classed himself among the unhonored prophets.

"Martin Luther," he wrote, "called Copernicus an upstart astrologer and a fool; succeeding ages held him the greatest mind of his day. Darwin failed to convert a single member of his generation except two or three personal friends." And he dwells on the pathos of Schiaparelli's solitary toil and the neglect of his contemporaries.

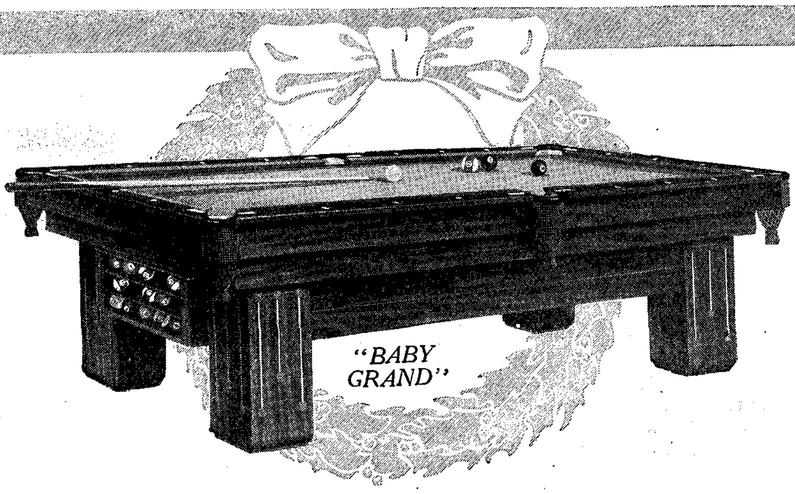
Professors did call Dr. Lowell a fool in about so many words. Witness one genial geologist:

"It is not surprizing that Mr. Lowell, an astronomer, should have only a layman's knowledge of geology, but that he should attempt to discuss . . . the more difficult problems of that science . . . is astonishing and disastrous. One can not but recall the adage that 'Fools rush in where angels fear to tread.'"

Your geologist is the hardest hammering angel in the galaxy, unless it is your mathematician. The latter snorts of "pseudoscience"—Lowell's—"foisted upon a trusting public . . . work for a certain notoriety, a brief but undeserved credence for his pet theories."

But Dr. Lowell, we learn, was a zealous disciple of the theory that a soft answer turneth away wrath, and so he proceeded to mollify the objector as best he could, without yielding one point from his previously expounded stand. Says *The Sun*, in dealing with his conflicts with other thinkers:

> It must have been as much his way of writing as his ideas that made his books infuriating to professors of a certain kind. If a gracile and limpid style, always comprehensive to the layman, were the earmark of the charlatan, a good many illustrious ears would be marked—practically all the Frenchmen and William James.



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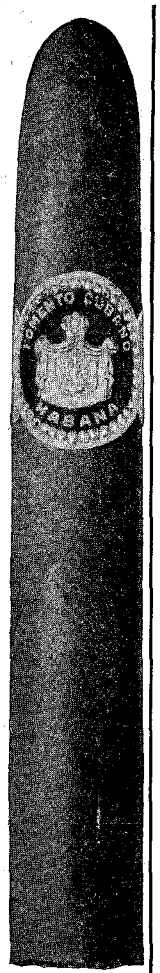

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But Dr. Lowell's style is more, always consciously picturesque, often passional, occasionally quaint with an agreeable eccentricity. It suggests a poet lost, a joint artistic inheritance with his sister, Amy Lowell, the exceedingly subtle artist in words who is leading the free-verse cohorts.

And his manner is debonair and sometimes gently playful, as when he varies an intricate lecture to the students of the Massachusetts Institute of Technology by assuring them gravely that "the ancients were unfortunate in their choice of planetary cognomens. With Mars so peaceful, Jupiter so young, and Venus bashfully draped in cloud, the planets' names accord but ill with their temperaments." The astronomer who could do that was bound to scandalize the Magi.

He believed he had found a peopled world—and the find made him boyishly rapturous. Heterodoxy most foul; professional ethics dragged in the star-dust of the Milky Way! "To Prof. William Storey, sometime of Flagstaff himself, this news from a neighbor is inscribed." The news from a neighbor is Lowell's first book on Mars.

He maintained the attitude of an inductive reasoner, collecting his facts before drawing his conclusions, but the chronology of his publications has supplied telling ammunition for the enemy. He was a devoted scientist by a rather late election. The first decade of his career had been passed as a traveler studying the arts and the social customs of the Orient.

When he came home in 1893, he seems abruptly, at thirty-eight, to have turned astronomical authority—a hideously unconventional proceeding.

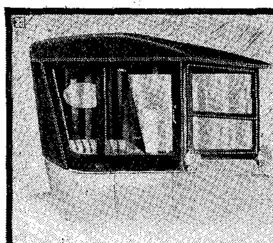
But his whole life had been a departure from the established rules of what men expect from hardened and astute scientists. He did not even live in the way scientists are supposed to live, for, according to the account:

Not least of his sins against science, perhaps, was the independent private means that enabled him to provide and maintain his own observatory and to send expeditions to far vantage-points in Africa and the Andes. Allowing for human nature, it would not be strange if the less fortunate astronomer, boiling the pot in the classroom day by day, betrayed a special sensitiveness to the ethics of one thus favored.

His exit from the Harvard faculty in 1909 with laconic disclaimers made on behalf of his brother, President Lowell, by Professor Pickering, started gossip that his near relatives were not much impressed by his scientific attainments. For his part he withdrew to Flagstaff, doing a great deal of lecturing in this country and in Europe—where, altho his ideas won him the Janssen medal and other recognitions, they were said to have been skeptically received—and publishing books and articles of additions to the thesis and new charts of the canals. Some of his later canals not even his trained coworkers were able to see.

Death came to him unheralded by night. The dispatches from Flagstaff make it appear that it found him at his post.

To the psychologists, the cosmogonists, and Dr. Lowell's intimates falls the joint task of accounting for his passion for knowledge of Mars. Pending their verdict,



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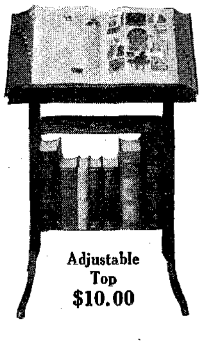

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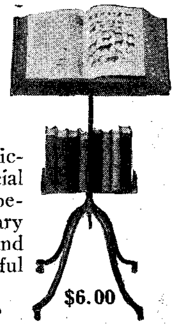

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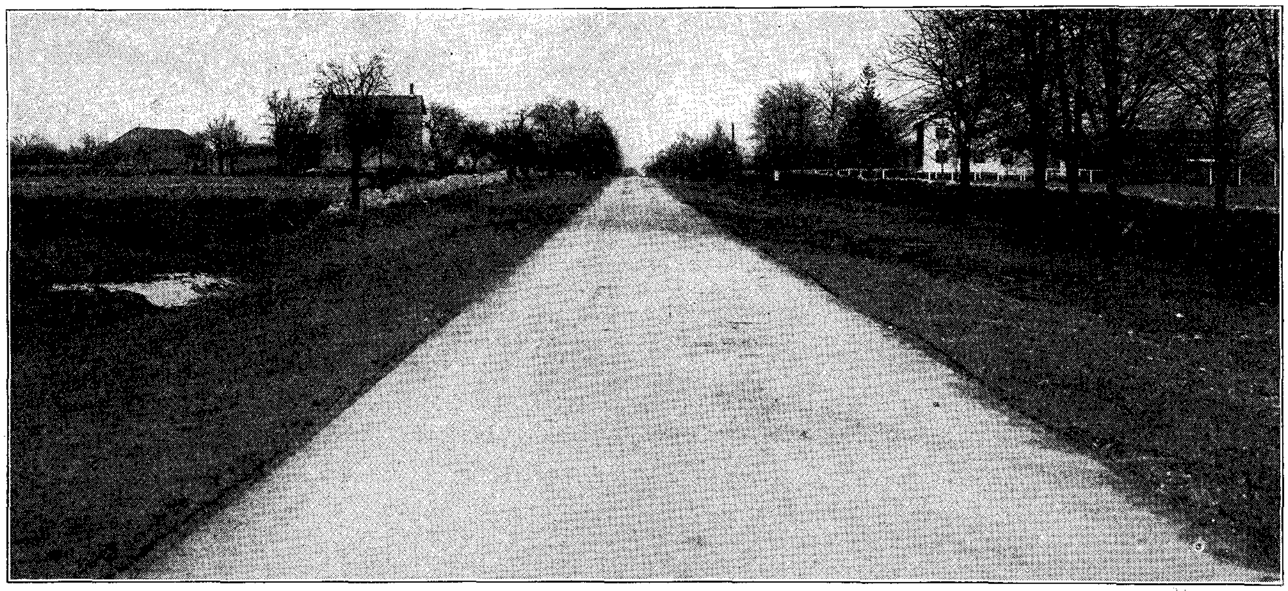

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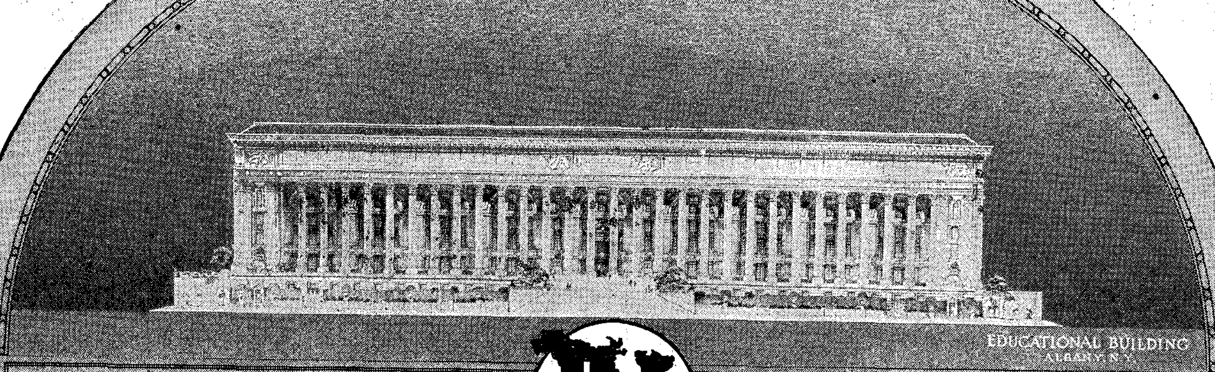

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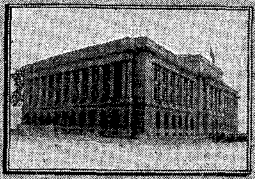

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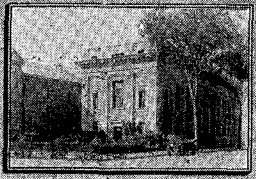

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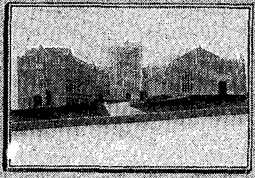

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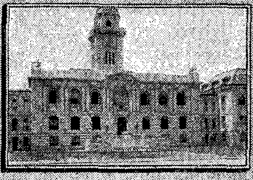
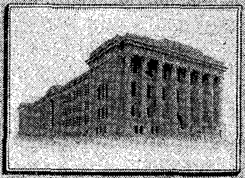
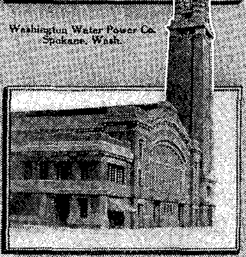


Naval Academy, Annapolis, Md.
Ernest Flagg, Archt.

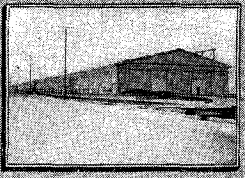


Albany High School
Albany, N. Y.

Washington Water Power Co.
Spokane, Wash.



West Side Market, Cleveland, O.
Hubbell & Benes, Archts.



Los Angeles, Cal., Municipal Harbor
S. A. Jubb, Asst. Harbor Engr.

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Washington
Wilkesbarre
Youngstown

THE CANADIAN H. W. JOHNS-MANVILLE CO., Limited Toronto Winnipeg Montreal Vancouver a line of interpretation may be suggested without contempt of the court or disrespect for the dead astronomer. There has been seen in him an esthetic, an intellectual adventurer, and something of a poet, turned physical scientist by circumstances that must remain unknown *until* his biographers furnish the documents on the transition. To assume that the fact of being a poet invalidates his conclusions would be wrong. As a mere astronomer Poe would have said he could not have reasoned at all.

The bald admitted facts about Mars—a mad half-portion world, where specks of moons whiz low overhead twice daily and terrestrial strength could perform insane feats of fifty times terrestrial possibility—are enough to start the dullest imagination dreaming. Add to these properties, by scientific research, an elaborate system of irrigation ditches to fructify desert continents, and you have a conception no poet would give up without a struggle.

In such a romance Dr. Lowell found himself. Testing it by every means in his power, setting up a great telescope where the "atmospheric advantages for space penetration" were ideal, what must have been his ecstasy when every new fact disclosed fitted easily, with his handling, into his castle in Mars, instead of bringing its fabric crashing about him.

There it stands, artfully and massively constructed, likely to remain for years to come. No siege-guns now forged can raze it. The range is too long, and the weapons of the surviving defenders seem equal to the ordnance of their adversaries. Perhaps it may be the first building of a great and stable city of interplanetary discoveries.

A NEW WORK FOR THE COLLEGE-BOY

SOME weeks ago the papers were full of items from the Pacific Coast to the effect that the girls in the Leland Stanford Junior University were to be given lessons in housekeeping, home-making, buying, and all phases of housewifery. The comic papers, who take up everything in such an unsympathetic way, found it an opportunity to inquire whether the girls had husbands, and the management of them, thrown in with the course. And others wished to know if any particular means had been devised whereby each girl might have a certificate of proficiency at saving money to show her suitors for the purpose of facilitating proposals. For surely such a document would command respect.

Now, according to the Brooklyn *Citizen*, the Far West has come out again with a new activity, this time for the men in the college. They are already learning what it means to bring up children, we are assured, and it was started voluntarily by one of the Greek-letter societies at the University of Washington. The account tells us:

> Playing daddy to homeless waifs is the newest stunt of University of Washington fraternities.
>
> It started with Clarence Eckberg, five

Fresh Air Without Draught

All the fresh air you want, when you want it, as you want it. Regulated by a touch of the hand. Have summer air in the winter. Gives the necessary moisture in your rooms. Burglar proof when installed. 700 in Hotel Sherman, Chicago.

A Window Ventilator possessing simple mechanical features. A Master Device for overcoming the danger of catching cold resulting from dry heat or foul air. Recommended by Physicians and Ventilation Experts.

Finished in wood to match any window frame Easy to install.

Send to us for information. We will be glad to hear from able men and women to act as our representatives.

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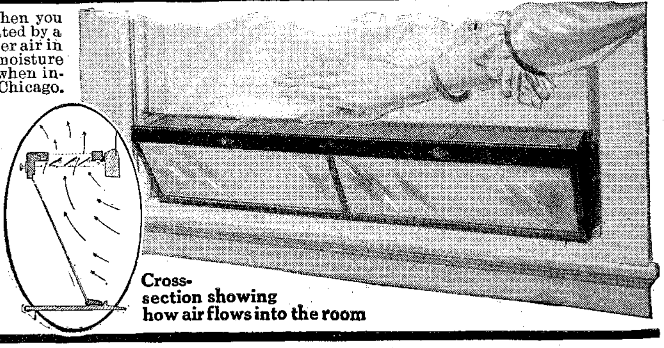
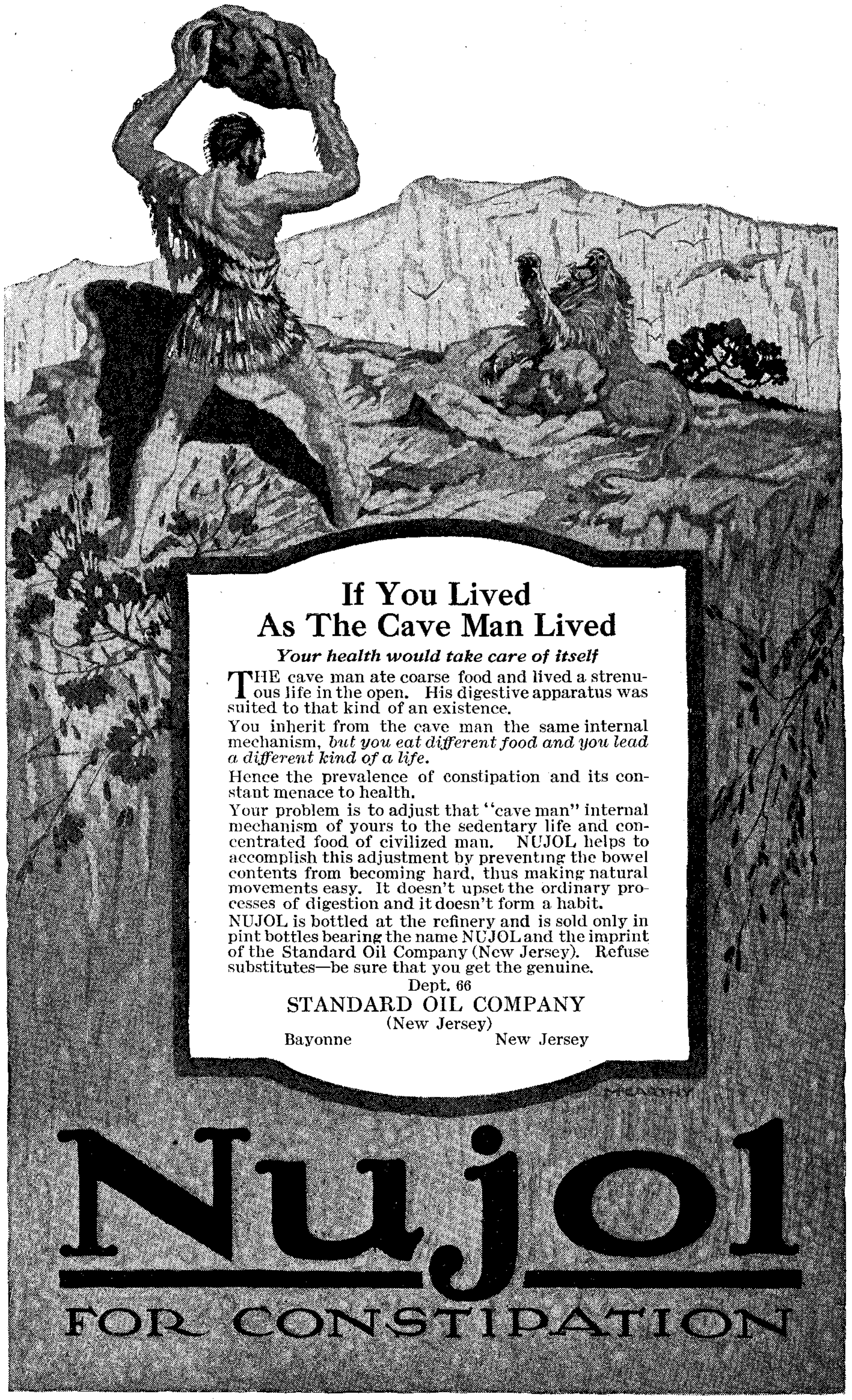
The Window Ventilator Co.
OF AMERICA
140 N. Dearborn St., Chicago, U.S.A.



Cross-section showing how air flows into the room

THE ETHICS OF MARRIAGE By H. S. Pomeroy, M.D. The disclosures made are of a very striking nature. Yet even the most sensitive will find nothing indelicate. 12mo, Cloth, 197 pages. Price, $1.00.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

WHAT IS ART? A powerful and searching discussion of the principles and tests of true art, by LEO TOLSTOY. Translated by AYLMER MAUDE. Small 12mo, cloth, 268 pages, 80c. net. Funk & Wagnalls Company, Pubs., New York.



If You Lived As The Cave Man Lived

Your health would take care of itself

THE cave man ate coarse food and lived a strenuous life in the open. His digestive apparatus was suited to that kind of an existence.

You inherit from the cave man the same internal mechanism, *but you eat different food and you lead a different kind of a life.*

Hence the prevalence of constipation and its constant menace to health.

Your problem is to adjust that "cave man" internal mechanism of yours to the sedentary life and concentrated food of civilized man. NUJOL helps to accomplish this adjustment by preventing the bowel contents from becoming hard, thus making natural movements easy. It doesn't upset the ordinary processes of digestion and it doesn't form a habit.

NUJOL is bottled at the refinery and is sold only in pint bottles bearing the name NUJOL and the imprint of the Standard Oil Company (New Jersey). Refuse substitutes—be sure that you get the genuine.

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STANDARD OIL COMPANY
(New Jersey)
Bayonne New Jersey

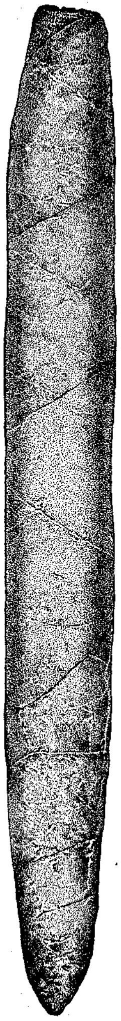
Nujol
FOR CONSTIPATION

Send for booklet, "THE RATIONAL TREATMENT OF CONSTIPATION." Write your name and address plainly on the margin below.

Why Smokers Do Not Switch From This Cigar

Few men smoke one brand and shape of cigar year after year.

When they do they are certainly well satisfied because the temptation to try other kinds is continually before the man who smokes.



Shivers' Panatela
EXACT SIZE AND SHAPE

Our Panatela holds its smokers. We have customers who have smoked it regularly for four, five, six and seven years —up to fourteen years.

In the first place it is mild. Then it is uniform—free burning. Its slenderness makes it a prudent choice for the constant smoker. The tobacco it is made of, and the way it is made, give to it a sweet and satisfying quality. Its cost is about half what you would pay for similar quality at a regular retail store. We sell it to you direct from our factory at what would ordinarily be wholesale price.

We make our Panatela with a filler of long Cuban-grown Havana tobacco —of a choice selected leaf that is never bought for cigars that retail at less than three for a quarter.

The wrapper is genuine Sumatra.

The cigar is hand-made by skilled adult cigarmakers in our own factory in which we take no little pride.

We are proud of our factory, of our cigar and of our way of selling it.

Here is Our Offer: Upon request, we will send fifty Shivers' Panatelas, on approval, to a reader of The Literary Digest, express prepaid. He may smoke ten cigars and return the remaining forty at our expense and no *charge for the ten smoked* if he is not satisfied with them; if he is pleased and keeps them, he agrees to remit the price, $2.50, within ten days.

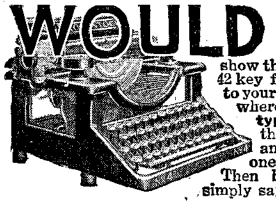
Now, why not accept our offer and try it?

Our Panatela is not our only cigar. We make in all seventeen different cigars, including a line of Clear Havana (all Havana, filler and wrapper). Our complete catalog, mailed on request, shows every cigar we make. All are sold on the terms of our offer above.

In ordering, please use business stationery or give reference and state whether you prefer mild, medium or strong cigars.

HERBERT D. SHIVERS, Inc.
2056 Market Street Philadelphia, Pa.

WOULD YOU



show this standard high grade 42 key fully visible typewriter to your friends and let them see wherein *it excels any $100 typewriter,* if by doing this and other small assistance, you could easily have one to keep as your own? Then by post card or letter simply say, "*Mail Particulars.*"

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INFLUENCE OF THE MIND ON THE BODY
By Paul Dubois, M.D. 12mo, Cloth, 64 pages. 50 cents.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

KEEP YOUR FEET WARM
While Motoring, Driving, Hunting and Enjoying Outdoor Life by Wearing Leonard's
WOOL LINED Adirondack Foot Warmers

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Men, women and children enjoy the comfort they give. Heavy sheepskin, wool lined, ten inches high. Give shoe size and state whether to be worn over shoes or hose.

Satisfaction or Money Back

Largest stock wool shirts buckskin gloves, and mittens, moccasins etc. Catalog FREE

W. C. LEONARD & CO.
35 Main St., Saranac Lake, N.Y.

years old, adopted by the Sigma Nu fraternity in a burst of big-brotherly sentiment.

They found Clarence in a children's home, took him to the Sigma Nu chapter-house, washed him, fitted him up with new clothes, gave him the squarest meal on record, and made him about the happiest kid alive.

At dusk the sleepy, contented youngster smiled at his twenty-five "fathers and brothers in one" and informed them that he was used to going to bed at eight.

About fourteen helped him into his nightie and tucked him into his own bed in a corner of the large air-room.

As the lights were turned out a plaintive, boyish treble began to recite, "Now I lay me down to sleep."

And big "Si" Noble, *four* years a "football rough-neck" and noisiest in the fraternity, looked thoughtful for the first time in his life.

Pledges were made that "Son" would be given a proper bringing up. And the spirit of these pledges, carried out rigidly and tenderly, has wrought a revolution in fraternity chapter-house life.

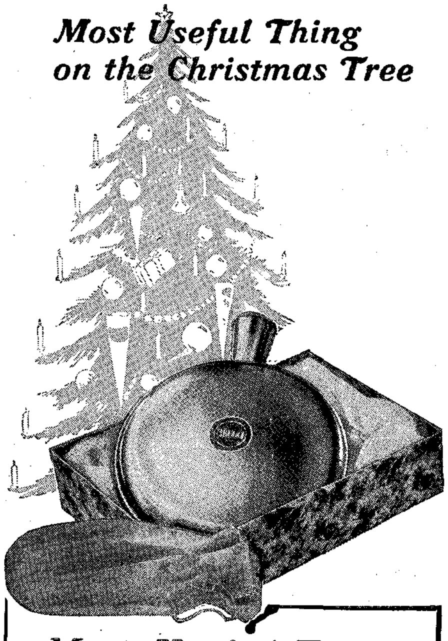
Prof. Edward M. Meany, Washington's venerable historian and a member of Sigma Nu, said of the adoption, "It is one of the finest things I ever heard of. I believe this act really means a big step toward new and vital service in the lives of collegians."

When "Son" sings "Bow Down to Washington," the U. of W. campus song, the smoke in their pipes is very apt to get in the eyes of his twenty-five "daddies."

A CORRECTION

THE following letter has been received from a reader in Oklahoma, in correction of an article which appeared in this department in one of the recent issues. In view of the new light upon Oklahoma travel furnished by the correspondent, we are glad to print it as it stands:

> TULSA, OKLA., November 18, 1916.
>
> *Gentlemen:* As a reader of your magazine, I noted, in your issue of November 11, an article under the heading "Heroism Without a Cannon Roar," with a statement, "And the tale is true, *every word* of it."
>
> It starts out this way: "It's midnight on the Oklahoma prairies. A heavy passenger-train, loaded with precious human freight, is rushing through the gloom."
>
> There can be no question about the gloom, but, having resided in this State for the past eleven years, we take issue on the rushing.
>
> That part of the article can not be true. There is no record of any train in Oklahoma ever having "rushed." On the contrary, their movement is very conservative and deliberate—very. No one can ever foretell the time when the train-crew will not stop and talk the thing over and discuss the feasibility of going back, ahead, or staying where they are—safety first, don't move. They usually stay there.
>
> In the hunting-season when jack-rabbits are ripe, instances have been known where the whole outfit has been abandoned until some have been bagged. We trust you can see your way clear to stand corrected.
>
> Very truly,
> W. H. B.


Most Useful Thing on the Christmas Tree

Most Useful Thing on the Christmas Tree

Useful? Yes! But beautiful, too. In its holly-adorned gift-box, the polished Cello glows like a plump silvery locket, fit to grace the most sumptuous tree—a gift which lasts not for a few weeks, but for many years, bringing service and comfort to all the family.

CELLO
Metal
Hot Water Bottle

A dainty blue flannel bag comes with every bottle and makes it still more comfortable. Guaranteed. Proof against hot water, leaking, or bursting. So dependable in emergencies, so convenient in the countless services where only a metal bottle can be used. Therefore give him, her or them a Cello.

Cello, One Fifty—a new style of coppered steel nickeled. 3-pint size. Remarkable price of $1.50.

Cello, Two Fifty—of nickeled copper. The finest metal hot water bottle that can be made. Beautiful workmanship and finish. Holds 3 pints. Price $2.50.

At your dealer's. If he hasn't the Cello, order direct from us, giving dealer's name. Parcel post prepaid. Satisfaction guaranteed or money back.

A. S. CAMPBELL COMPANY
285 Commercial Street, Boston, Mass.

MONEY IN HONEY **Bees Pay** Easy, interesting work. Latest Methods of bee-keeping told in 24 page "**Bee Primer.**" Send **25c** for new 3 months subscription, primer, and bee catalogs to
AMERICAN BEE JOURNAL, Box 51, Hamilton, Ill.

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Duratex STYLE-WEAR *Shirts*

Specializing on this famous bargain box makes possible this offer of 3 Fine Duratex Shirts and 3 Handsome Silk Ties sent postpaid on receipt of $3 with name and address of 5 friends. **Money back if not pleased.** Fine white percale shirts, assorted neat stripes of blue, black and lavender. Ties are stylish, wide end four-in-hands, one of each color. The shirts are the popular coat style, cuffs attached, hand laundered and very fashionable. Sizes 14 to 17. **Guaranteed to wear six months or new shirts free.** Wonderful value for the money and well worth a trial. Order today. Highest bank references, also Dun's and Bradstreet's.
Room 261, GOODELL & CO., Duratex Building, New York

SPICE OF LIFE

Foiled.—" Dearest, I ordered to be sent home to-day a most beautiful hat for only thirty dollars. It's a perfect love ! "

" My darling, your love will be returned." —*Puck.*

Sure Proof.—BANKS—" Is young Featherly a responsible sort of person? "

BROKES—" Yes, he's responsible for most of the mistakes in our department." —*Jack o' Lantern.*

Ready to Bargain.—" Say! What's your hurry? "

" I'm trying to get something for my wife."

" What are you asking for her? "—*Life.*

Emaciated Pleasantry.—" Been to the food show? "

" Nope. What's the news from there? "

" Our lunchroom man took a prize for the thinnest ham sandwich."—*Seattle Post-Intelligencer.*

The Way.—BYSTANDER—" I suppose you would like to take a ride without worrying about tires and the like? "

MOTORIST (fixing a puncture)—" You bet I would."

BYSTANDER—" Well, here's a car-ticket." —*Chaparral.*

Fatal Symptoms.—The pretty restaurant cashier had applied for a holiday.

" I must recuperate," she said. " My beauty is beginning to fade."

" That so? " said the proprietor. "What makes you think so? "

" The men are beginning to count their change."—*Chicago Herald.*

" Nor Custom Stale." — MOTHER — " You were a long time in the conservatory with Mr. Willing last night, my child. What was going on? "

DAUGHTER—" Did you ever sit in the conservatory with father before you married him? "

MOTHER—" I suppose I did."

DAUGHTER—" Well, mother, it's the same old world."—*Tit-Bits.*

Safe Both Ways.—" Who is your favorite composer? "

" Wagner," replied Mr. Cumrox.

" You must be a student of music."

" No. I mention Wagner for the sake of relieving myself of conversational strain. If the other man doesn't like Wagner, he won't want to hear me say another word."

" And if he does? "

" He'll want to do all the talking himself."—*Washington Star.*

Cutting.—To the great relief of the neighbors, the snobbish and unpopular Jones family were moving. While the furniture was being brought out some difficulty was experienced in removing a pianoforte from an upper room, and some one proposed getting it through a large window and sliding it down. Then came a suggestion from the Jones's next-door neighbor, who had long fostered the deepest enmity toward them, tho until now she had attempted to conceal it. " No," she said acidly, all her pent-up bitterness at last showing itself in her tone, " let it come out as it went in—on the instalment system ! "—*Christian Register.*

Lots of Fun
—and
Education
too

Here is the kind of toy parents delight in giving to the children! Anchor Blocks hold unending enjoyment for boys and girls, because there is always something new to build with this toy. And it is even more than a toy.

The many shapes of these stone blocks, their colors, and the unlimited combinations of these shapes and colors, make it an educational toy of recognized value. It teaches children to think and to be accurate, and trains the eye and hand.

RICHTER'S ANCHOR BLOCKS

TRADE MARK REG. U.S. PAT. OFF.

Build Forts, Armories, Bridges, Churches

All kinds of buildings can be built with Anchor Blocks, from the very simple ones for beginners to large and elaborate designs. These buildings are like *the real things* in miniature—not mere skeletons.

Complete instructions and books of designs are furnished with every set, which make building very simple and easy enough for any boy or girl. The play is not confined to set designs, however. Famous buildings can be reproduced in miniature, just like the real buildings—or original designs can be worked out by the youthful architect.

And in less than a minute the finished structure can be dismantled and another started. Just push it over. No tiresome delay; no tedious labor to take the model apart. This advantage the Anchor Blocks possess over all other construction toys.

Many blocks and metal pieces are included in the various sets, in different shapes and sizes, and in three colors: red, buff and blue. Anchor Blocks are made of *stone* and will not chip or break, but will last "forever."

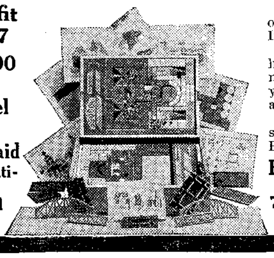
ORDER NOW—Stocks Are Limited

Go to your toy dealer's and ask to see these sets of Anchor Blocks. If he cannot supply you with the set you want, order direct from us. We will fill your order through a reliable dealer near you or send direct by Parcel Post. If the Blocks are not even better than we have stated, return them at our expense and your money will be *promptly refunded.*

You cannot give your boy a better Christmas gift. Be sure to get the set you want, by ordering now. *Do not wait* as stocks this year are limited and may be exhausted early.

MAIL THIS COUPON FOR FREE PICTURES →

Outfit No. 7
$5.00
Parcel Post Prepaid in Continental United States



A handsome 4-page folder, showing buildings and various sets of Anchor Blocks in three colors, is now ready. It will be sent *free* on receipt of attached coupon.

If you want a good set at once, No. 7, shown here, is the most popular one. You can order it now on our *money-back guarantee.* But if you would like further information, fill in and mail the attached coupon at once.

The folder, in addition to its handsome pictures, tells all about Anchor Blocks. *Mail the coupon now.*

F. Ad Richter & Co.
Department 102
74 Washington Street
New York City

COUPON

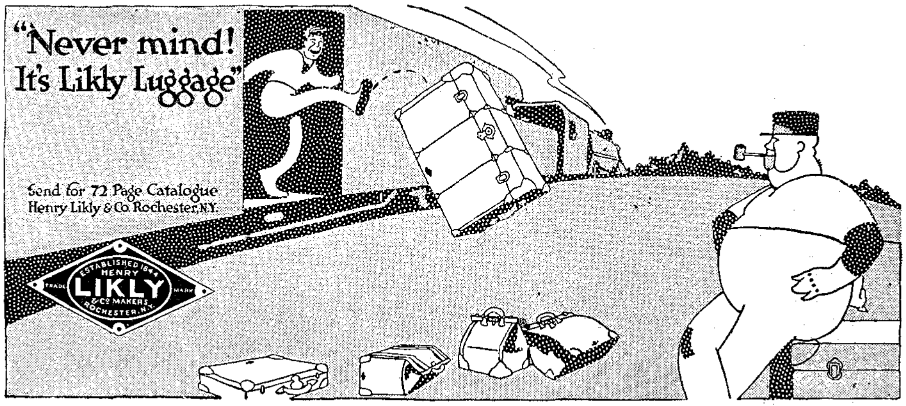
F. Ad Richter & Co.
Department 102
74 Washington St.
New York City

Gentlemen: Without placing me under any obligations, send me free, your descriptive folder in colors, giving full particulars about Richter's Anchor Blocks.

Name ....

Address ....

NOTE— ....
If No. 7 set is desired at once, send money-order.


"Never mind! It's Likly Luggage"
Send for 72 Page Catalogue Henry Likly & Co. Rochester, N.Y.
ESTABLISHED 1864 HENRY LIKLY & CO. MAKERS ROCHESTER, N.Y. TRADE MARK

Before
The End of War

"After the War" has become a dull cry in many ears. It was raised too soon to be interesting now for people who only remember that it was premature when first they heard it.

The stock market anticipated war profits before much of these profits had been made. How much before peace is made will the market anticipate the end of the war?

Will the prospect of peace profits influence the market when peace is actually achieved?

These are questions of the future as to which you should have a definite view.

Send for Bulletin S-9,
"A Long Look Ahead."

John Muir & Co.
SPECIALISTS IN
Odd Lots
MAIN OFFICE, 61 BROADWAY, N. Y.
Members New York Stock Exchange

6% SOUND FIRST MORTGAGES

We pay 6% Secured by Oklahoma Farms worth three times the value of the loan. The demand for these first mortgages in unsettled times indicates their unusual stability. First Mortgages do not shrink in value—they are safe and sure. Interest always paid date it is due. **Over $1,000,000 loaned and not a single cent lost to any investor or a single foreclosure sale made.** Isn't a first mortgage the right investment for you? Write for booklet describing methods, and lists of loans from $300 to $10,000.

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Absolute Security
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You cannot fail to appreciate the very unusual precautions we take in getting for our clients better mortgage investments than those ordinarily offered. We invite investigation of our men and methods. Write for details.

If we can secure your inquiry
We will secure your confidence

Georgia Mortgage-Bond Co.
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6%—7% FOR YOUR MONEY

Steady demand for money for business purposes in *Atlanta* and other parts of *Georgia* has enabled us to obtain 6 and 7% interest from loans on improved property for twenty years, without a single loss.

Write for explanatory booklets and unusual series of facsimile testimonials.

GREEN, TILSON & McKINNEY
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7% If you wish an absolutely safe investment paying 3½% every six months, write for further particulars.
Reliance Homestead Association, New Orleans, La.

NATHAN VENTILATING CORSET ANKLE SUPPORTS
NATHAN Fit in all shoes—invisible when used—for weak, sprained or wrenched ankles; all athletic sports; children learning to walk. At dealers or by mail. FREE booklet.
NATHAN ANKLET SUPPORT CO., 90-F Reade St., New York

INVESTMENTS - AND - FINANCE

OUR WAR-EXPORTS

FROM a compilation made by *The Journal of Commerce* it appears that the total of our war-exports for twenty months ending on August 31, 1916, were valued at $1,473,000,000, and amounted to 21 per cent. only of our entire export commerce. In 1915 the percentage was down to 17.5, but in the first eight months of 1916 it rose to 25. Some of the interesting details in the compilation made by this newspaper are given below:

"Exports of materials used directly on the field of battle for the twenty months amounted to $787,238,000, or 11 per cent. of the total export trade. Included in this estimate are shipments of explosives, firearms, acids, aeroplanes, and wire. In making the larger total of $1,473,338,000, there were included exports of such war-accessories as automobiles, motor-cycles, surgical instruments, and gasoline; and other war-supplies, such as horses and mules, railway-cars, engines, metal-working machinery, steel rails, boots and shoes. While a part of the latter products has been shipped to countries other than the belligerent nations, and part has been sold for normal use, yet it is conservative to place the total war-exports at one and a half billion dollars. The proportion of these products which does not reach the hostile forces is certainly offset by other materials of equal bulk which are not enumerated in the above calculation.

"It seems safe to say that 25 per cent. of the present export trade of the country consists entirely of materials purchased for the purpose of warfare and for that purpose alone. Shipments of war-supplies for the eight months ending in August amounted to $853,463,000, as compared with $619,875,000 in the entire year of 1915. The figures for the eight months compare with a total export trade of $3,435,969,000 for the period and represent 25 per cent. of that amount. The proportion of war-exports to materials used in normal activities is therefore increasing while shipments of breadstuffs are decreasing. Exports of strictly war-supplies during the year 1915 amounted to $619,875,000 as compared with a total export trade for the year of $3,547,480,000, making 17.5 per cent. of the figures. Accordingly, while the proportion of war-exports to total exports in 1915 was 17.5 per cent., the same proportion during the eight months of 1916 was 25 per cent. and is increasing.

"In a list given below it is shown that exports of explosives for the eight months ending in August amounted to $459,100,000 as compared with only $181,778,000 for the entire year of 1915. On a similar basis of comparison, shipments of firearms increased from $12,166,000 to $19,107,000, and acids, used in the process of making munitions proper, increased from $10,053,000 to $28,124,000. Exports of barbed wire and aeroplanes also increased enormously.

"These figures indicate that by the end of the calendar year war-exports will have amounted to nearly $1,500,000,000 for the twelve months, as the rate of exportation is advancing. In a compilation made by *The Journal of Commerce* on the first of this year, total war-orders were found to call for nearly $2,000,000,000 worth of goods up to that time. The inference is that factories here will not have completed by the end of the year the orders which were placed during last year, and will still have a prolonged period of activity to complete the hundreds of millions in orders which have been placed since that date. A further conclusion to be drawn from the figures is that with the arrival of peace a considerable part of the present export trade, amounting to 25 per cent. at a minimum, will cease almost immediately. The table below gives the exports for eight months of the present year and for the entire year of 1915 under three divisions, war-munitions, war-accessories, and war-supplies.

EXPORTS

War-munitions:	*Eight Months Ending Aug., 1916*	*Year 1915*
Explosives	$459,100,000	$181,778,000
Firearms	19,107,000	12,166,000
Acids	28,124,000	10,053,000
Aeroplanes	3,328,000	5,418,000
Wire	35,566,000	32,598,000
Total	$545,225,000	$242,013,000
War-accessories:		
Automobiles	$79,867,000	$111,180,000
Motor-cycles	2,339,000	2,821,000
Scientific instruments	5,168,000	3,651,000
Gasoline	21,578,000	13,162,000
Total	$108,952,000	$130,814,000
War-supplies:		
Horses and mules	$54,611,000	$118,652,000
Railway-cars	19,637,000	11,883,000
Engines	29,166,000	23,793,000
Metal-working machinery	55,316,000	42,037,000
Sheet rails	10,735,000	12,098,000
Boots and shoes	29,821,000	38,585,000
Total	$199,286,000	$247,048,000
Grand total	853,463,000	619,875,000
Grand total munitions		787,238,000
Grand total since January 1, 1915		1,473,338,000
Total exports, 1915		$3,547,480,000
Total eight months to August, 1916		3,435,969,000
Total exports, 1915 and 1916		$6,983,449,000

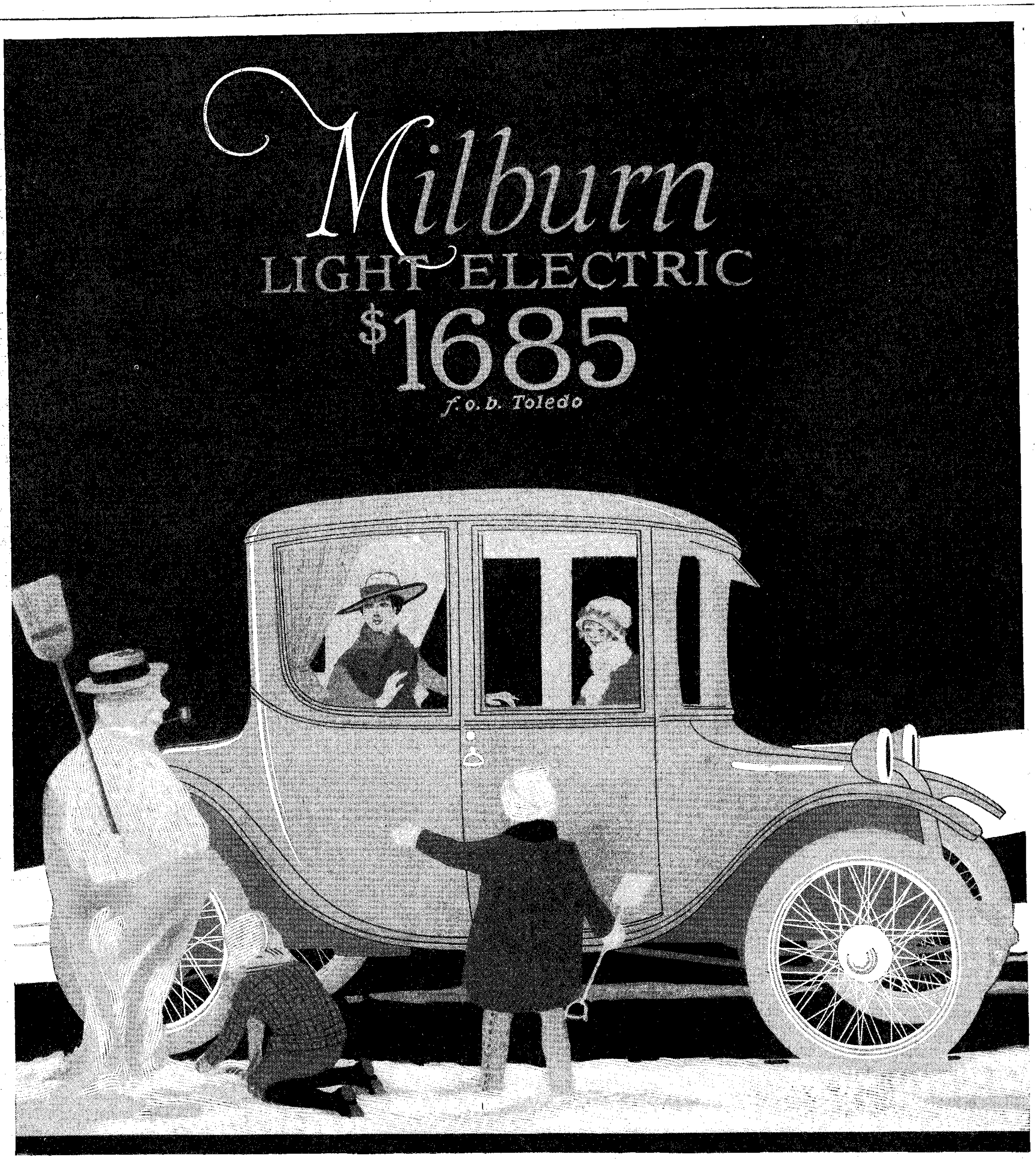
"Shipments of other materials for the eight months ending in August show considerable increases. Exports of brass advanced from $26,602,000 to $203,097,000.

AS TO CHANGING ONE'S INVESTMENTS

A reader of *The Wall Street Journal*, believing he had too large a proportion of his money invested in railroad stocks, and who wished to sell some of them at recent high prices and invest them in bonds, both gilt-edge and second-grade, inquired of the editor which bonds would be best for his purposes. The railroad stocks owned by him were these: Atchison, Union Pacific, Great Northern, Pennsylvania, Southern Pacific, Norfolk & Western, Baltimore & Ohio, common and preferred, Lehigh Valley, Louisville & Nashville, and Atlantic Coast Line. The editor's reply is given below:

"The railroad stocks as shown by your list are all excellent issues of an investment character. You will have to decide for yourself when the right time arrives to sell those of them which you wish to replace with bonds. We are not certain that the time has yet arrived when railroad stocks should be sold. As a general thing, they have advanced much less than other issues in the market. Of the eleven stocks listed, we believe Pennsylvania, which, because of its high investment character, seldom moves much; Norfolk & Western, which already has a large advance; Lehigh Valley, of which the same thing might be said; Louisville & Nashville, which has already put its dividend rate back to 7 per cent., should be the ones to sell first. The other issues seem to have good possibilities for further enhancement in value that could not be obtained in most bonds.

"Bonds from which the proceeds of the sale of the stocks might well be invested



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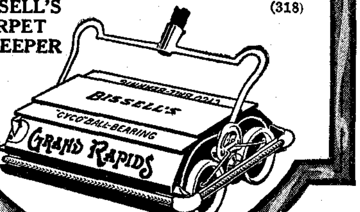

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would include Atchison general 4s, 1995, yielding 4.30 per cent.; Baltimore & Ohio 4s, 1948, yielding 4.55 per cent.; Southern Pacific refunding 4s, 1955, yielding 4.55 per cent.; Baltimore & Ohio convertible 4½s, 1933, yielding 4.90 per cent.; all of which are legal for savings-bank investments in New York State. Southern Railway first consolidated 5s, 1956, yielding 4.90 per cent.; Interborough Rapid Transit 5s, 1966, yielding 5.10 per cent.; New York Telephone 4½s, 1939, yielding 4.55 per cent.; Armour 4½s, 1939, yielding 5 per cent., and U. S. Steel sinking fund 5s, 1963, yielding 4.68 per cent. With these we would include some of the collateral-secured foreign bonds offered here and the Anglo-French 5s, due 1920, which we consider perfectly safe. All these issues are listed on the New York Stock Exchange."

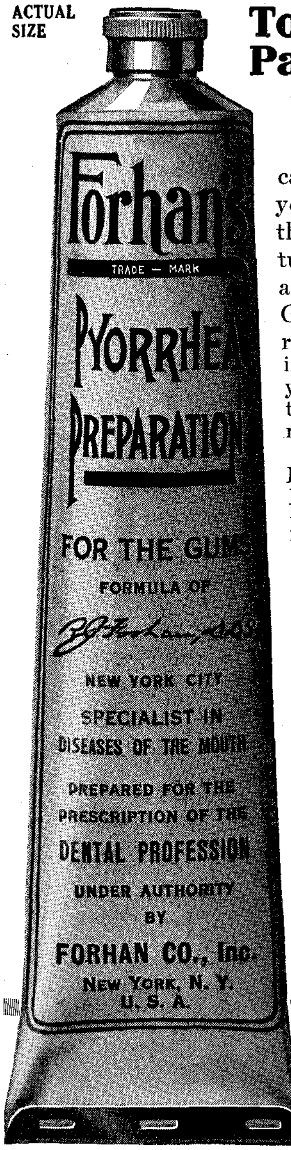
THIS YEAR'S EXTRAORDINARY BULL MARKET

Observers not infrequently have been heard to declare that the bull market of 1916 is destined to become historic in the annals of Wall Street. Stock-Exchange prices began to rise in this extraordinary market during the last week of August. *The Financial World* says it has been "by far the biggest of its kind ever seen in the history of American stock-markets." In each of sixty-nine market-days, sales exceeded one million shares, and there were three days in which the total transactions were more than two million shares. Reviewing the course of the rise, the writer says further:

"The movement began just at the time the political campaign started to get under way and the political antagonists were lining up for the memorable struggle which has resulted in the reelection of President Wilson. At the start there was great confidence in financial and speculative circles, since the unprecedented prosperity of the country was nearly at its height, with gold imports rushing in at an enormous rate, and every ship was loaded to the topmost deck with supplies that had been bought here at famine prices. Added to this was the almost unanimous opinion of leading bankers and Wall Street *habitués* that the Republican party would be successful at the polls. Under these favorable auspices, then, the boom began. It is of such recent occurrence that the results need not even be recapitulated. Suffice it to say that almost all industrial stocks worthy the name made new high records:

Week of—	*Total Sales Stocks*
August 19–25	4,931,286
August 26–September 1	3,403,710
September 2–8	4,715,346
September 9–15	6,789,260
September 16–22	6,806,138
September 23–29	9,742,081
September 30–October 6	6,556,992
October 7–13	6,165,472
October 14–20	6,679,117
October 28–November 3	6,751,275
November 3–10	7,533,310
Grand Total	70,073,987

"There were only two full five-hour sessions of the Stock Exchange since the boom began in which the total transactions fell below 1,000,000 shares, and on two two-hour Saturday sessions the total transactions were in excess of 1,000,000 shares. In the period mentioned the stock of the United States Steel Corporation gained 28 points, and there was more than $142,000,000 added to the market price of $508,000,000, the entire capital stock of and the total gain in values of all stocks listed on the Exchange was in excess of one billion dollars."



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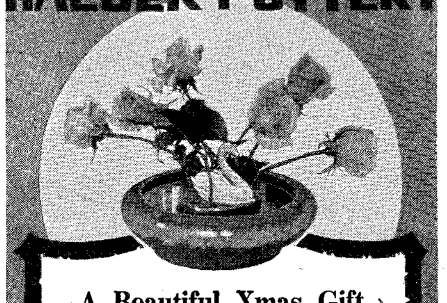

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CURRENT EVENTS

THE EUROPEAN WAR

WESTERN FRONT

November 16.—The French recover practically all the ground lost on September 15, including Pressoire. North of the Somme the Germans are driven out of a group of houses northeast of Sailly-Saillisel. The trenches on the edge of the St. Pierre Vaast Wood remain in German hands.

November 17.—London admits the partial success of a German counter-attack to dislodge the British from ground won near the Butte de Warlencourt, on the Ancre. The British are pushed back along the Flers-Thilloy road and lose five machine guns.

London reports that French aviators engaged in fifty-four air-battles with German machines on November 16, along the Somme front. In the progress of the combat, Second Lieutenant Guynemer brings down his twenty-first machine.

November 18.—Allied gains are reported from the Somme front, as the British reach the outskirts of Grandcourt, on the German second line, and take 258 prisoners. North of the Ancre the British take trenches northeast of Beaumont-Hamel in the direction of Serre, which is reported as still holding out.

British and French airplanes bombard Ostend, dropping 180 bombs, and also raid Zeebrugge. In an ensuing battle, six German planes are brought down.

November 19.—The day is reported quiet all along the Western front, save for a German bombardment of Fort Douaumont, and several Allied counter-attacks to recover St. Pierre Vaast Wood, all unsuccessful.

November 20.—Berlin reports that the British have been forced to relinquish their hold on the western end of Grandcourt after a hand-grenade attack from the German infantry. The British statement is silent on this point.

For the fourth consecutive day, infantry fighting, with hand-grenade battles, is reported from the Dixmude sector, between the Belgian and German forces.

November 22.—The only infantry operation on the Western front reported for the day is a raid by the Germans on a British trench south of La Bassée, when, after using hand-grenades, and blowing up most of the trench, the Teutons take a score of prisoners and a machine gun. The general lull in operations is stated to be caused by an intense fog.

IN THE BALKANS

November 16.—The Roumanians are reported retreating along the entire Transylvanian front, pursued by the forces of General von Falkenhayn. Tirgu Jiu, an important railhead in the Jiu Valley is said to have fallen to the Teutonic invaders.

In the northwest, however, the Russians are reported winning, having taken a fortified height with 100 prisoners and machine guns. Reports from the Dobrudja convey no new developments, save that the Germans brand as false the Roumanian report of the retaking of Boasic.

The Allied Army under General Sarrail is reported only four miles from Monastir, and advancing in spite of Bulgarian counter-attacks. Kenali and its fortifications are announced abandoned by the Central Powers' forces, while the French and Russian troops take Jabyani, Porodin, and Velushina. The Servian

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contingent captures Gorn-Jegri, Bukri, Sredno-Jegri, and Don-Jegri. Later, three more villages and the Yarashok monastery are occupied by the Servians.

At the same time, the British in eastern Macedonia drive ahead to Karakaska, southeast of the Struma, forcing the Bulgars to withdraw along the left bank of the brook of Nihor.

November 17.—Both wings of the Allied Army forge ahead in Macedonia, as the inner forts of Monastir fall to the advancing Servians and French, and the British capture Barakli, east of the Struma. The fall of Monastir is expected hourly, as the Bulgars are forced back another mile and are reported three miles from the town. The Servians take 300 additional prisoners, making the week's total 3,900.

The German invaders of Roumania push into the Wallachian plains from the foot-hills of the mountains. Along a hundred-mile front, four armies penetrate fifteen to twenty miles into the country. As in the invasion of Belgium, the populace is reported joining with the military to repel the invader. South of the Torzburg Pass the Teutons take Leresti, five miles from Kimpolung. In the region of the Jacobeni, the Russians, taking the offensive, occupy several heights and take some prisoners. In the Dobrudja General Sakharoff appears to be checked by reenforcements to von Mackensen.

November 18.—General Sarrail's troops cut their way toward Monastir with bayonets, taking Bulgar trenches to the east of the Cerna to a depth of 800 yards, in the midst of driving sleet and snow. In eastern Macedonia the British drive the enemy from Prosenik and Kumli, on the Seres railroad.

The Teutonic invasion is reported halted by the Roumanians near Kimpolung, where 300 German prisoners are taken. Bucharest reports continued and violent fighting in the Jiu and Alt Valleys, with slight yielding of ground near the Cerna, southern Hungary, near Orsova.

November 19.—The Russian Army at Orsova is reported in danger, as the Teutons cut the railway behind the invaders of Hungary near the Iron Gates. The Teutons advance in the Alt Valley, while in the Jiu Valley the Roumanians announce that they have taken several heights.

Vice-Admiral Fournet, commander of the Anglo-French fleet in the Mediterranean, presents a note to the Greek Government asking for the surrender of all arms, munitions, and artillery of the Greek Army with the exception of 50,000 rifles now in actual use.

The Allies take Monastir. The retreating Teutons are pursued along the Cerna by the Servian and French forces, after having burned quantities of supplies before beginning the retreat toward Prilep. The Servians also take Grunishte, Brnik, and Yarashok, reaching Height 1378.

November 20.—The Allies push on north of Monastir, taking several villages, and reaching a point two miles beyond the town.

German and Austrian troops approach Craiova, the capital of Wallachia and one of Roumania's largest cities, at the same time imperiling two Roumanian armies of more than 100,000 men. Bucharest is silent on the move, tho Berlin reports that the Roumanian retreat is cut off.

November 21.—The Roumanian armies are reported as apparently trapt between two sections of von Falkenhayn's invading force. The Germans take Craiova, 120 miles from Bucha-

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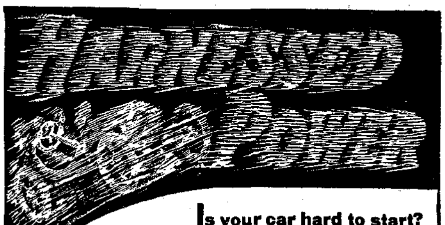

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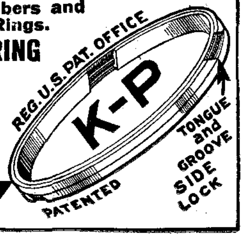

rest while the Roumanian force, formerly holding it, retreats forty miles to Filliash. In the Alt Valley the Germans continue to advance south of Red Tower Pass.

Altho hampered by bad weather, the Servians follow the fleeing Bulgars north and northwest of Monastir, occupying a number of small towns on the way. Krani, on the eastern bank of Lake Presba, is occupied by the French.

November 22.—The Servians in pursuit of the retiring Teutons cross the Bela Voda, and occupy Budimirtza, five miles from the Greek border. The wing which took Monastir advances to Paralovo and Dobromir, to the northeast. The Servian force is now said to be aiding the Allied advance along a thirty-five-mile front, practically the whole of western Macedonia.

The Teutonic envoys to Greece, together with their staffs, leave Athens for Kavala, in accordance with the Allied demand. Professor Heliopoulos, Greek Minister of Justice, resigns, giving as a reason that the pressure of the Allies renders a seat in the Cabinet untenable.

London admits that the entire Roumanian defense in Wallachia is crumbling as the army in the Alt Valley retreats, and the forces in the Jiu Valley appear hopelessly enmeshed by von Falkenhayn. Berlin reports "progressing" near Orsova, while no announcements have come from Bucharest for three days. London is consoled by the fact that no prisoners have been announced as taken in the German bulletins, and, accordingly, the entire Roumanian Army is supposed safe.

THE ITALIAN CAMPAIGN

November 17.—On San Marco Height, east of Göritz, several Austrian attacks on the Two Pines House are reported repulsed, altho a trench to the southeast is lost by the Italians, according to dispatches from Rome.

November 18.—New Italian advances are reported from the Carso sector, as the troops drive the Austrians back east of Vertoibizza, in spite of snow-storms and a temperature of twenty degrees below zero, Centigrade.

November 22.—Austrian artillery activity in the Isonzo sector is reported increasing, as a number of bombs are dropt on Monfalcone and Göritz.

GENERAL

November 16.—Berlin hears that on November 15 a Turkish squad of aeroplanes successfully bombarded buildings on the Cairo railroad.

Official announcement is made of a Russian victory over the Turks near Sultanabad, in Persia, when the Turks are driven out of the regions of Kozazsk and Djan-el-Aksk, to the southward.

The British House of Commons adopts without division the plan for government food control. It is said that Lord Devonport will be appointed dictator.

November 17.—The Russian Minister of Foreign Affairs sends a strong denial of the report of separate peace plans for Russia. All the Allied countries are officially notified that the rumors are totally unfounded.

London states that more than 30,000 Belgians have already been deported by the Germans, and that the list of proposed deportations includes more than 300,000 names.

Paris hears that a French aviator has bombarded Munich, flown over the Alps, and landed near Venice, 435 miles from his starting-place on the Western front.

According to Lloyds seven more steamships, including two Greek, two Nor-

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wegian, and one each of Danish, British, and Italian, have been sunk.

November 18.—Russian troops near Sarny, southeast of Pinsk, bring down a *Zeppelin*, capturing the crew of sixteen and 600 pounds of bombs.

November 19.—Russian casualties since June 1 are set by Berlin at 2,128,474, including more than 100,000 officers.

November 22.—The French cabinet decides on two meatless days a week for France, while the making of fancy bread, cake, rolls, and pastry is prohibited.

The great steamship *Britannic*, the property of the White Star Line, and in use as a hospital ship, is torpedoed in the Ægean, and sinks with a loss of fifty lives. The *Britannic* had been in commission only two years, and, tho built for transatlantic trips, had never been to America. She was the largest British liner afloat.

THE MEXICAN SITUATION

November 17.—El Paso reports that General Trevino has taken the field against Villa, with 2,000 troops, the vanguard going to Santa Rosalia. Gen. Gonzales Cuellar takes command at Chihuahua City. Carranza leaves Mexico City for Queretaro on horseback.

November 21.—A memorandum is presented to the Mexican delegation of the committee, in session at Atlantic City, concerning international adjustment between the United States and its neighbor republic, to the effect that the United States would withdraw the troops under General Pershing if there were no attacks on the troops or American territory within three months. Second, that the United States would patrol its own border, and, in the event of raids, would pursue the raiders into Mexico. Third: This pursuit would be made whether the Mexican Government agreed to it or not.

FOREIGN

November 16.—Henryk Sienkiewicz, noted Polish novelist and patriot, dies at Vevey, Switzerland, aged seventy.

A Reuter dispatch from Amsterdam announces that, by imperial edict, Judaism is recognized in the new

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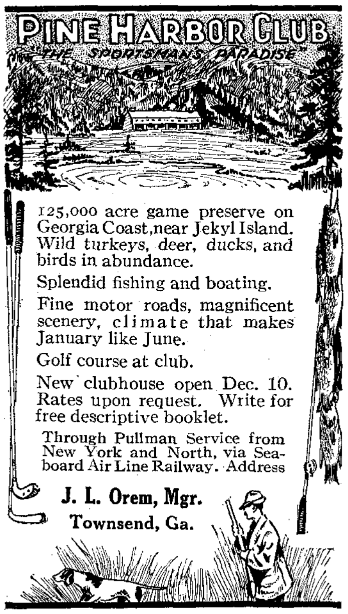

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Poland by the Germanic kingdoms as a religion.

November 19.—Marseilles is swept by a huge tidal wave, as a feature of one of the worst storms in the history of southern France. Great loss of life is believed certain, altho telegraphic connections are cut off and prevent the arrival of definite news.

November 21.—Count von Lobell, German Minister of the Interior, announces to the Prussian Diet that no part of German Poland will be included in the newly established kingdom.

The shortage of sugar in Switzerland becomes so serious, according to consular advices, that the Government has been asked to institute sugar-cards.

The German Minister of Foreign Affairs, Gottlieb von Jagow, resigns, because of ill health. It is understood at Berlin that Alfred Zimmermann is to succeed him.

Francis Joseph, Emperor of Austria and King of Hungary, dies at Schönbrunn Castle, near Vienna, at the age of eighty-six. He had ruled for sixty-eight years, many of which were marked by political and social turbulence, accompanied by a long series of domestic and personal disasters, believed to be unparalleled in the life of a modern sovereign. His successor is his grandnephew, Archduke Charles Francis Joseph.

DOMESTIC

November 17.—John J. Enneking, noted landscape-painter, dies of pneumonia in Boston in his seventy-seventh year.

The German *U*-liner *Deutschland* starts for Bremen from New London, but on the way out rams her convoy, sinking it, and causing the loss of five lives. She is forced to put back for repairs, while the tug-owners start a damage suit, and the United States begins an inquiry into the sinking.

November 18.—Francis M. Lyman, president of the Quorum of Twelve Apostles in the Mormon Church, dies in Salt Lake City of pneumonia, aged seventy-six.

November 19.—Capt. John C. Clark, said to have been the oldest clown in America, dies at Long Branch, N. J., in his eighty-sixth year.

Ruth Law, in an obsolete Curtiss airplane, breaks the American long-distance continuous-flight record. She flies from Chicago to Hornell, 668 miles, without alighting, breaking the record made seventeen days before by Victor Carlstrom.

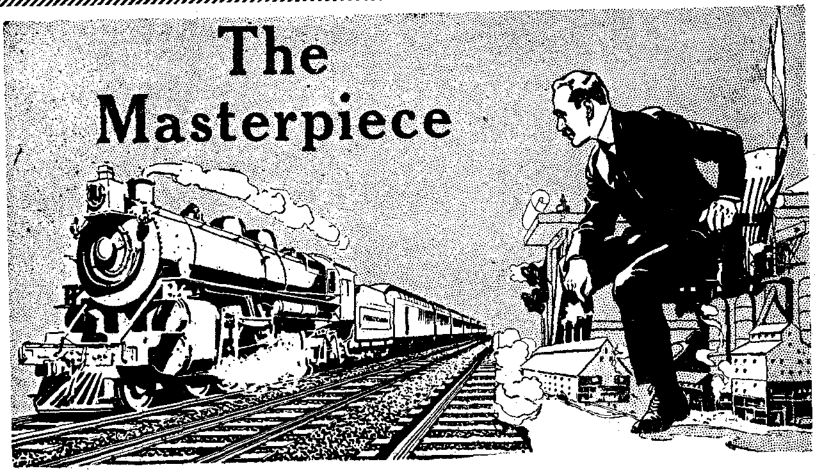
November 21.—After having the damage of the recent ramming repaired, the German *U*-liner *Deutschland* sails from New London by daylight.

November 22.—Charles E. Hughes concedes his defeat after the official count of ballots in California give that State to President Wilson, and telegraphs congratulations to the reelected President.

Judge William C. Hook, of the United States District Court at Kansas City, announces his decision that the Adamson eight-hour law is unconstitutional.

Jack London, Socialist and radical, and noted American novelist of life in the wilds, dies of uremic poisoning at his ranch near Santa Rosa, Cal., aged forty.

Formal announcement is made by the Navy Department that $6,000,000 appropriated by the last Congress will be spent on six navy-yards. It is also tentatively planned to build an island in New York harbor as a new naval base.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